

SEAFARING

THE ORGAN OF THE SEAFARING CLASS.

A WEEKLY NEWSPAPER FOR SEAFARING FOLK AND THEIR FRIENDS.

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YARNS.

LI.

JOURNALISM AND MATRIMONY AT SEA.

PITY THE POOR SKIPPER.

In last week's SEAFARING it was mentioned that aboard the American ship *Frank Pendleton* not only does her master, Captain Nichols, edit, print, and publish a four-page newspaper called the *Ocean Chronicle*, but that his daughters do likewise, only their little newspaper is called the *Rolling Billow*, and it has eight pages, rather smaller in size than a half-sheet of notepaper. In the *Rolling Billow* Miss Nancy P. Nichols has a little article on catching sharks, which operation she describes, adding "Oh, 'tis jolly fun!" while Miss Maude E. Nichols, who says she will be twelve years of age next birthday, candidly states the advantages and disadvantages, from a school-girl's point of view, of going to sea. There is, in fact, no lack of articles in the *Rolling Billow*, but as for the news, it amounts to this: "A pretty bird" was caught and lived two days, two sharks were captured, the equator was crossed, "Papa had to throw the dog overboard, as he was afraid he would go mad," and two pet doves were "cunning" and "doing nicely and real tame," and that an earthquake shook the ship, and "all of us were very much frightened." But these items from the *Rolling Billow* make quite a respectable budget of news as compared with the news in the *Ocean Chronicle* of a different date. In the "Local Items" column of the *Ocean Chronicle* the editor bewails the dearth of news, adding that he is obliged to close up that column, "very much regretting that there is nothing of note to record, excepting to say that the cat has mewed twice."

Strange as this complaint may seem to the average journalist, it is the usual complaint of men who conduct newspapers aboard ship, where life is so terribly monotonous that the most trivial occurrences attract attention out of all proportion to their real importance—an amount of attention that only men who have been at sea for a time can understand. But Captain Nichols' tribulations as a nautical journalist are not so amusing, or so generally interesting as his mock complaint of matrimonial misery at sea. "Pity the poor married master," is the substance of what he says on this subject. Appealing to his readers for sympathy and addressing his plaint only to the sympathetic, Captain Nichols, with seamanlike frankness, draws aside the veil of connubial felicity,

and in an article—of course, "rote ironikle"—gives us a glimpse of the married sailor at sea in this style: "I think it about time that I took a little rest from the sea and placed my family on shore, for our domestic troubles are constantly increasing, and my wife—this is strictly private—is getting to be most unreasonable about some things. It was only last night that I had been on deck in the heavy rain for two hours and came down for a rest, when she objected to my going to bed with my sou-wester and oil-skins on. She said it would soil the bed-clothes; but I overlook this, for she was brought up on shore and don't know any better. She was very fortunate to get such a kind, indulgent husband. When I look back to the days of single blessedness, and think of what a sacrifice I made, it makes me foam. Then it was that I could come down and take off hat, coat, and boots, and hang them up on the floor, in the corner, and know where I could find them. When I sewed on a button it was sewn on with good strong twine. I had a place for everything, and everything in its place. That place was on the floor—lee side. There was no one to say 'Do take that shirt off; 'tis not fit to wear,' just because there were a few little spots of coffee on the front. Oh, no! I could wear a shirt a week or ten days then! But there has been a great change, so that now the hat must go here, the boots there, the coat there, and instead of a place for everything, I find that everything has a different place, so that I am obliged to keep a memorandum of where the things are put to refer to when I dress. Besides, I have to make a martyr of myself by standing quietly while being pummelled with a clothes brush, and be called the 'dirtiest man I ever saw,' and have, 'Oh, I wish you were like Mr. So-and-so,' thrown at me. Now don't mention what I have said for the world. I would never have said a word had a little occurrence of to-day never been. I thought to fix up a little and came down in the cabin while she was asleep. I took out my memorandum book and found my whole outfit. I tried to find some buttons off, but she had them all right. Everything would have been pleasant only that I attempted to clean a pair of boots. The blacking brush was not to be found, so I took the hair brush and put my foot up on the piano stool and was doing finely, when out she came. I looked up smiling, and met her gaze. But it was plainly to be seen that all love for me had fled, and when she commenced I knew it. I washed the brush out with hot water, and polished the piano stool with a silk sacque. But even that did

not satisfy her, for she talked to me just awful. I can't bear up and be cheerful much longer." Poor man. What a pity that more seamen have not your complaint—an attentive and tidy wife—will be the comment of most of our readers. In the next number of the *Ocean Chronicle* perhaps Mrs. Nichols will oblige with her version of this yarn.

LII.

SAD STORY OF THE SEA.

An extraordinary story of the sea came to light at Liverpool on Saturday, as the result of an interview with a shipwrecked seaman. On December 4th, 1887, the iron barque *Glenmore*, of Carrickfergus, left Maryport, Cumberland, for Buenos Ayres, with a cargo of railway iron. Captain Lawrence was in command, the first mate was Thomas West, and the second mate, James Morgan, son of Mr. George Morgan, veterinary surgeon, of Liverpool. Mr. James Morgan gave the following account of the voyage:—"We arrived at Montevideo, where we discharged cargo, took in ballast, and sailed for Talcahuano, Chili, on March 24th last. On April 7th we sighted land, being ten to twelve miles off Cape Diego. We had hope to wait for daylight, in order to enter the Straits between Staten Island and Tierra del Fuego, which are known as the Straits of Le Maire. Shortly before midnight we set all sail, and tried to put the ship round on the other tack. Owing to a sudden shift of wind she became unmanageable. At 1.15 a.m. she struck on a sunken reef, and commenced to break up. It was blowing a gale and snowing at the time. We got out the lifeboat, and the whole crew, sixteen all told, embarked in her. We left in such haste that we were not able to obtain any provisions or any clothing except what we stood in. At daybreak we pulled seawards, for the frowning precipices on every side, towering thousands of feet above the sea, seemed to render a landing hopeless. Several of the crew were prostrated, and lay helpless in the bottom of the boat. The weather was excessively severe, there being sharp frost with high winds. At one point, where the cliffs lowered somewhat, a party of ten or twelve Fuegians, naked, and all men over six feet high, appeared on the cliffs. They gesticulated and shouted, but all the seamen could distinguish were the words 'knife' (knife) and 'biscuit.' Not liking their appearance, and knowing that they had a reputation for cannibalism, the crew again put out to sea, and the following morning, the 9th, sighted Staten Island, the extreme south-eastern portion of South America. We succeeded in landing there about five o'clock, at Flinders Bay. Here we obtained the first drink of water we had had since leaving the ship, about forty hours. During the night we suffered intensely from the extreme cold. The next morning we found a case of curry on the beach, and this, with some berries, which we found on stunted bushes, made us a sorry breakfast. We then launched our boat, and proceeded down the land, intending to make St. John's, where there is a lighthouse maintained by the Argentine Republic. By 4 p.m. we were all utterly done up, and we landed at Port Cook, where we 'feasted'

on mussels and limpets, which was all we got that night. The next day we proceeded, and landed at St. John's utterly exhausted. This is a lighthouse and lifeboat station, the community numbering about thirty people, including four women, and during our stay there the first infant born on the island made its appearance. We were most hospitably received. Most of us were suffering severely from frost bite, and all of us from utter prostration; but we were carefully tended, and in about a fortnight had well recovered. On our arrival we were informed that we had come at a good time, as the relief steamer from Buenos Ayres, which is supposed to visit the lighthouse every three months, was due in a few days. She, however, failed to arrive, and we afterwards ascertained that she had been wrecked on the voyage out from Buenos Ayres. Provisions soon began to fail, though we had fair shelter and fire, for which abundant fuel was found on the beach. Amongst other things stranded, we noticed two pianos, three or four parts of coaches or carriages, furniture of various kinds, cases of spirits, and a great variety of other articles, including ship's timbers. We at first had biscuit and tinned beef, but gradually came down to seaweed, boiled or raw at choice, a few fish, caught with hook and line in the bay, now and again a seal, an unlimited supply of mussels, penguins, and 'steam birds,' in the capture of which two dogs on the island were very expert. They had, however, to be soaked in vinegar, of which there was, fortunately, a good supply, for twenty-four hours before they could be eaten, so strong was their fishy flavour. When we had been on the island for two months, and things were about at their worst—for there is nine months winter and three months bad weather—a passing ship was sighted, and ten of our party put off to intercept her. She signalled their arrival, and we supposed that they put back with provisions or to fetch us off, but we never saw any more of them, and could only conclude that the boat on her return was swamped and all her crew drowned. Shortly after this our troubles were increased by the arrival of seven of the crew of the British barque *Cordova*, which was lost close to the same point as our own ship. Ultimately, on September 13th, the relief steamer arrived, and on the 15th we bade farewell to our involuntary quarters."

Morgan added:—"During our stay on the island a story was told to us by the lighthouse people, which I simply repeat. About eighteen months before our arrival there the crews of two vessels landed on Staten Island, about twenty-five miles from the lighthouse, and were apparently ignorant of its existence—indeed, it has only been established about five years. After an interval of some weeks, sixteen of the thirty-two arrived at the lighthouse with a report that the others had died. They were taken off by the relief steamer. The sequel is that shortly before our arrival the lighthouse people, exploring the region of the reported landing of these men, found a little above high-water level three or four beef barrels, which on examination were found to contain human remains, salted down. I hesitate to say what the inference must be."

SEAFARING DISASTERS.

Lloyd's agent at Ismailia reports: *European* (s) and the *Cameo* (s) in collision in Suez Canal; both slightly damaged, and proceeded. —*Tintern Abbey*, British steamer, laden with timber, went ashore at Nieuwe Diep, but got off and proceeded. —*Isabel*, ship, London for Buenos Ayres, at Plymouth leaky. —Steam barge *Lembroke*, tender to the *Liverpool*, steamer, ran into and sank the *Speedwell*, smack, of Milford, in Haverfordwest River. —*Craigton* (s) put into Queens-town, with steering gear out of order. —*Hast*, Sundswall to Bridgwater, put into Fraserburgh with loss of half of deckload and leaking. —*Gayton*, British barque, for Hamburg, went ashore at Nieuwe Diep. —*Undaunted*, steam tug, towed the steamer *Rutland* off the Blyth Sand, and she proceeded to Shields. —*Harrogate* (s), previously reported aground, has been floated and arrived at Altona. —*Fitzmaurice*, British steamer, from the Baltic for Antwerp, went ashore on the island of Juist, but was afterwards got off and proceeded. —*Critic* (s), from the Tyne, in going alongside low water jetty (Dundee) collided with same, doing damage to the jetty. Steamer's bows seriously damaged. —*Anna*, Progresso for Rotterdam, ashore at Maasvlakte. —*Teviot* (s), of London, from Fiume, in entering Leith Harbour, grounded at the entrance. —Telegram from Vestervig states: Barque *Ceylen*, of Rostock, Baltimore for Elsinore (petroleum), for orders, has gone ashore. —Telegram from Hamburg states: *Bohemia* (s), *Paranagua* (s), *Harrogate* (s), *Mandalay* (s), *T. J. Robson* (s), and *Edward Percy* are afloat. —German steamer, *Main*, from Bremen for Baltimore, went ashore in Chesapeake Bay, but will probably be got off at high water. —*Mimi* towed into Capetown leaky and with rudder head sprung. —*Olga B.*, of Bacarie, Austria, from Havre for Newport, stranded seven miles west of Pembrey Coastguard Station. —*J. P. Taylor* (s), from Laxey, at Swansea, with plate on port side stove in and making water. —*William Eales*, fishing lugger, of Lowestoft, while towing into Lowestoft Harbour, grounded near the north pier in a dangerous position. —*Joseph Haydn*, Cardiff to Singapore, put into Falmouth with rudder head carried away. —*Richmond Hill* (s), previously reported ashore in Suez Bay, got off, and sustained no apparent damage. —*Busy Bee* (s), of Newcastle, went ashore in Tyne. —*St. George*, for Guernsey, put back to the Tyne with sails carried away and with her port quarter damaged. —*Reward*, schooner, returned to the Tyne with sails blown to ribbons. —*Zelinda*, schooner, ashore on Marloes Head, Pembroke-shire. —*John Parry*, schooner, of Beaumaris, from Ayr to Kingstown, drove ashore on Island Magee, Larne Lough. —Lloyd's agent at Greenock reported at end of last week a heavy south-west gale, during which steamers could not approach Wemyss Bay Pier, and one of them made for Greenock, and landed the passengers there. The river steamer *Iverary Castle* had to put back to Greenock, as she was unable to make any of the coastal piers. —Lloyd's agent at Shields at same time reported a hurricane. Harbour full of ships. —*Hypatia*, Norwegian vessel, from Canada for Liverpool, ashore at Porthwen, east of Holyhead Bay. Crew saved. —*Industry*, of Belfast, light, ashore at Carrickfergus. —*Pleiades*, of Belfast, light, ashore on Island Magee. —*Horatio*, British steamer, ashore at Texel. —A report from Lamash states: *Elizabeth Wilson*, smack, of Greenock, dragged and struck. Crew left in own boat and laded at Holy Island. Vessel dragged to sea and was seen to founder. —Hamburg telegram states: German barque *Edvard* arrived chafed by ice. Steamer *Oeylogonne*, from New York, with petroleum, is aground off Luehe. —Amsterdam telegram states: *Horatio* (s) expected to become a total wreck. Crew landed at Texel. —Telegram

from Havre states: German steamer *Albertus* grounded on her way down the river, but got off damaged, and will have to put back for repairs.—Schooner *Anne and Jane*, of Goole, London for Newcastle, grain, off Whitby, leaky.—The German schooner *Hermann* wrecked Kirkwall. Crew saved.—Leith telegram states that during heavy gale *Oscar II.*, Sundswall to London, wrecked near Inchkeith. About half-a-dozen vessels cut away masts to prevent diving ashore.—Burntisland telegram states: Heavy gale. Danish barque *Ceres* ashore. Norwegian brig *Aegir* wrecked. Dutch schooner *Concordia* sunk at her anchors. Several other vessels reported in dangerous positions.—Schooner *Countess of Derby*, in ballast, drove ashore near Westport.—Norwegian schooner *Cupido*, Lerwick to Dram, in ballast, believed stranded Nigg Sands, near Cromarty. Mainmast gone.—Leith telegram states: *Teviot* (s) has been docked, apparently undamaged; steamer *Gustave Bitter*, from Seville, arrived at Leith, stem damaged after collision with piers at Caen; smack *Eugenie*, Bowling to Dublin, drove ashore Holy Island, near Lamash; Norwegian barque *Veritas*, Sundswall to Bordeaux, wrecked at Methil; names of vessels reported wrecked at Kinghornness, believed *Abraham Skuiler*, in ballast, and brig *Forsøet*, wood laden.—British steamer *John Morrison* has arrived at Gibraltar with cargo slightly shifted.—*Linda*, Yacatan to Hamburg, at Falmouth with loss of sails and rigging.—*Catherine*, of Montrose, went ashore at Old Mouth, Holy Island.—*Argus*, brig, from Fagervik to Rotterdam, went ashore east of Dysart Harbour. Crew brought on shore.—Sixteen casualties have occurred at Belfast Lough.—*Tempest Vane* (s), in proceeding up the Thames off Wapping, collided with the barque *Peace*, doing considerable damage.—Danish ship, *St. Albans*, abandoned 350 miles west of Cape Clear; crew landed at Queenstown.—*Mina*, of St. John, N.B., towed into Carrickfergus Harbour with foremast cut away.—The following vessels have put into Leith disabled: *Svanite*, Hudikswall for Shields, lost mainmast; *Marta*, Uddewalla for Blyth, lost mainmast; *Edvin*, Christiania for Methil, lost foremast and bowsprit; *Tjelvar*, Oscarshamn for Hartlepool, lost foremast, &c.; *St. Thomas*, Laurvig to Newcastle, lost foremast, &c.; *Favor*, from Kotka to Harlingen, lost mainmast, &c.; *Stanley*, Porsgrund to Hartlepool, bows smashed; *Louise*, Fredrikstad to Newcastle, lost mainmast.—*Ann and Jane*, schooner, taken into Whitby disabled.—Lloyd's agent at Hoganas telegraphs: *Moggie*, British steamer, gone ashore.—Lloyd's agent at Charleston cables: *Sandringham*, British steamer, loading for Reval, on fire.—A telegram from Porakigaig, November 17th, states: *Alice*, barque, of Portland, from Liverpool for Mantanzas, with sails blown away, towed by steamer *Islay* from a dangerous position near Mull of Oa to safe anchorage in south of Islay.—*Lady Celia Hay*, schooner, coal laden, from Dysett to Teignmouth, has stranded on Boulmer Rocks. Crew remaining by the vessel.—Messrs. Hewitt's fish carrier *Celerity* returned to Gravesend, November 17th, with propeller out of order.—*Albatross*, barque, Sundswall to Cardiff, towed into Harwich derelict.—*Fredrikke*, schooner, of Goole, from London for Leith, laden with cement, lost canvas in gale, and assisted into Berwick by Burnmouth fishermen with three feet of water in her hold.—*Ceylon* breaking up; cargo washing.—Lloyd's agent at Amsterdam telegraphs, November 17th: *Gayton* is now a total wreck.—Lloyd's agent at Malta telegraphs, November 17th: British steamer *Octa*, from London, experienced heavy weather, and lost part of deck cargo, casks of oil.—*Stentor* (s), at Sunderland, on 16th inst., when at the lock of the south outlet, South Dock, Sunderland, had a bulwark plate on starboard bow split through driving against the lock quay.—*Loch Ken*, for Liverpool, in tow, came to anchor in Dunmore roadstead, ballast shifted.—A telegram from the coastguard at Belmullet, dated November 17th, reports: An Italian barque is ashore on Claggan Head, Blackwood Bay. Coastguard have gone to her.—*Isabella*, schooner, London, loaded with salt cake, has been towed into the Tyne with six feet of water in her hold.—*Sir George Elliott*, tug, collided with the quay wall at Shields and sank.—Lloyd's agent at Kirkwall telegraphs: The barque, with masts cut away, in Osmondessall Bay is the *Veloz* of Brevig. Express steamer got crew off.—*C. A. Bade*, steamer, for Newcastle, returned to Bremerhaven Roadstead with machinery deranged.—*Nordmand*, Norwegian

schooner, and *Meta*, Norwegian barque, Sundswall for Maryport, put into Stavanger leaky and with loss of deckload.—*Parklands* (s), Philadelphia for Savannah, has put into Southport with shaft broken.—Steamer *Merida*, previously reported stranded off Yalalara, has arrived at Colombo in tow.—*Gate City*, steamer, ashore Savannah River.—*Esk Holme*, steamer, London for Hamburg, coals, ashore Rothin (Harlingen).—*Fitzmaurice*, steamer, of Glasgow, foundered at sea; crew landed at Ostend.—*Urania*, Memel for Varel, ashore near Laurvig; crew saved.—*Emma*, Bjorneborg for Dunkirk, total wreck.—*Alma* (s), Rotterdam for Sunderland, put into Grimsby with cargo shifted.—*Dios Irmaos*, Demerara for Madeira, at Bermuda, leaking badly.—*Martello* (s), at New York with deck damaged.—*La Plata*, barque, of Arendal, Norway, totally wrecked in Macree Bay, Islay.—*River Mersey* (s), from Glasgow, in docking at Cardiff lost the four blades of her propeller.—*Crawford* (s) (? *Cranford*) sprang a leak, and was towed to Suez for repairs.—*Asia*, from Quebec, at Greenock, encountered very severe weather and lost deckload on passage.—*Rival*, brig, of Tredebrand, from Archangel for Dublin, was towed into Lerwick, November 19th, waterlogged.—*Daphne*, Norwegian barque, from Cronstadt for Montrose, has put into Flekkefjord, leaky; had jettisoned part of deckload. *Zemindar*, from Calcutta, at Liverpool, on November 13th, in 46 N. 26 W., picked up a boat containing crew of *Betty*, Norwegian barque, West Bay to Conway; *Betty* foundered.—*Labrador* (s), arrived off Wemyss Castle, Firth of Forth, Saturday, put into Leith to examine propeller, struck floating wreck at sea; lost funnel, anchor, and cable.—*Cilurnum* (s), of Newcastle, Hamburg for New York, towed into Tyne, having been picked up by the *Edward Eccles* (s). Whitby, short of coals.—*Jane*, Belfast for Derry, gone ashore at Killisport.—A report received from Marstrana states: An unknown vessel, supposed to be *G. and W. Jones*, off No. 62,845, has been totally wrecked. Fate of those on board not known. The *G. and W. Jones* sailed from Cuxhaven on November 2nd for Landserona.—*Hippolyte*, schooner, of Middlesborough, Middlesborough for Uddewalla, foundered, November 13th, 25 miles E.N.E. from Farn Islands, in strong south-easterly gale; crew landed at Hull.—*Andrea Lo Vico*, Italian barque, has arrived at Philadelphia with decks swept, bulwarks stove, sails split and lost, loss of foretopmast, and cargo shifted.—*Paul Gerhardt*, Danzig, Yarmouth (wood), has put into Mandal leaky.—Norwegian brig *Freja*, Fredrikstad, Jersey; German barque *Simon*, Danzig, Cardiff; and Swedish barque *Vega*, Gene, Lisbon, put into Christiansand leaky.—Russian schooner *Sclima*, Helsingfors, Seville, has put into Christiansand with upper works damaged.—*Donnerstag*, German brig, Stettin for Hull, put into Cuxhaven leaky.—The following vessels have put into Arendal leaky: Norwegian barque *Marie*, Soderhamn, Algiers; Norwegian barque *Norge*, Lulea, Plymouth; Norwegian brig *Jeanette*, Dram, Rochester; *Gualia*, Gene, Australia; and Danish schooner *Governor*, Newcastle, Copenhagen.—*Cross House*, schooner, of Southampton, laden with barley and wheat, derelict and totally dismasted, towed into Hull by steam trawler *Pioneer*, of Aberdeen.—*Abeona* (s), of Newcastle, Sundswall for Honfleur, put into Dover with loss of deck cargo and some slight damage.—Lloyd's agent at Frederickshaven telegraphs under date November 20th: *Vertrouwen*, Dutch schooner, has gone ashore on the Seard, and is a total loss; crew drowned.—*Evclyn*, Clyde for San Francisco, arrived at Queens-town, November 20th, with sails gone and some damage about the deck.—*Elizabeth*, schooner, London for Copenhagen, was struck by a heavy sea which swept the decks, and washed two men overboard, and the ship, becoming totally disabled and leaky, was abandoned. Her crew were rescued on 17th near Kittiro Light, coast of Norway, and landed at Hull by the steamer *Domino*, from Dronheim.—A telegram from Amsterdam, November 19th, reports: *Apollo*, previously reported ashore, has been got off and towed into Nieuwe Diep. November 20th. *Apollo* is full of water, stem and sternpost badly damaged; expected total loss.—*Leader*, from Paysandu, with bone ash, arrived at Falmouth, November 20th, with loss of bulwarks and boats, and damaged.—*J. E. Julius*, Guaymas or Hamburg, guano, at Falmouth, with crew

sick.—*Lindola*, Norwegian barque, Marseilles for Buenos Ayres, put into Cadiz leaky.—Lloyd's agent at Bastia telegraphs November 20th: *Regolok*, Italian barque, from Terranova for Spain, with charcoal, totally lost in the Gulf of Galeria, crew and passengers saved.—Lloyd's agent at Penzance telegraphs, November 20th, 3.40 p.m.: Wind N.W., strong, with squalls; several steamers anchored windbound in roadstead, among which steamers *Sultan* and *Ibez*, of London; *Rayner* and *Dummail*, of Newcastle.—*Plutus*, Fredrikstad for London, put into Leith leaky, and with loss of part of deckload and one mast lost overboard.—Telegram from Kirkwall, November 20th, states that the *Progress*, of Kirkwall, stranded near Stornoway; full of water, and likely to become total wreck.—Telegram from Queenstown, November 20th, states that the British schooner *Girl of Devon*, from Goole for Newfoundland, experienced on November 15th, a S.S.W. hurricane, putting her on her beam ends. Masts had to be cut away to right her.—The *British Queen* (s), from Havre, and the *Hortensia*, from West Bay, both at anchor in the River Mersey, were in collision November 20th.—Telegram from Athens, November 20th, states that the Netherland Steamship Company's steamer *Irene*, from Smyrna for Amsterdam, and Frassiniet Line steamer *Euxine* were in collision off Cape Matapan, former vessel sank. Latter put into Athens damaged. Crew and passengers taken off by the *Euxine*, and afterwards landed at Athens. The whole of the *Irene's* cargo lost.—Telegram from Macassar, November 20th, states that the Netherlands India Steam Navigation Company's steamer *Bromo* struck on a rock and became leaky.—*Lucy*, French steamer, Bordeaux for Oporto, put into Gijon, with loss of propeller.—*Gazelle*, German brig, from Apia, has arrived at Hamburg leaky, pumps choked, and with five feet of water in the hold; has been beached and will discharge.—*The Mosser*, which went ashore in Poti harbour on November 7th, has got off.—*Nantes Bordeaux* (s), Calcutta for Guadeloupe, with crank-shaft broken, has been towed to Aden by the *Salazie*.—A fire occurred on board the *Elphinstone*, British steamer, at Charleston, but was extinguished after slight damage.—Lloyd's agent at Mauritius, by telegraph dated Aden, November 21st, reports: *Ingaborg*, German barque, has arrived leaky.—*Isabella Leith*, of Lowestoft, from Shields, for Lowestoft, foundered off Farne Island on Sunday last; crew saved, and landed at Scarborough.—*United*, ketch, of Jersey, with 319 barrels of petroleum spirit for London, was blown up in Bathurst Basin, Bristol, last Wednesday; other shipping uninjured; extensive damage to hospital and surrounding houses through breakage of window glass through force of explosion. The only survivor, who was picked up in the water immediately after the explosion, and who is now in the hospital with a broken leg, is an able seaman, a Frenchman. The captain, mate, and boy were all on board at the time, and must have been killed.—*Silent*, schooner, of Portsmouth, from Newcastle to Ramsgate and Newhaven, with a cargo of soda, was assisted into Ramsgate by boatmen with four feet of water in her hold, and loss of jibtopsail and bulwarks.—The *Monkseaton*, steamer, passed the Old Head of Kinsale at 11.50 a.m., November 21st, and signalled: "Lost three-quarter of screw propeller; am going to Cardiff."—*Lady Havelock* (s), Lorient to Hamburg, put into Portland, Dorset, for coal, and with pumps choked.—*Cogent* (s), Hull to Cardiff, in ballast, put into Portland for coal, with boilers leaking.—*Annie Marie*, Danish brig, has been totally lost; crew saved.—*Cecilia*, abandoned sinking; crew taken off by British steamer *Sweden* and landed at Gothenburg.—The steamer *Kotka*, of Hull, when proceeding down Thames, November 21st, off Greenwich, ran ashore, damaging college wall.—The steamer *River Lagan*, in proceeding down Thames, November 21st, collided with steamer *Teal*, damaging latter's port beam.—The schooner *Thomas Boustead*, from Rio Grande, has gone ashore near the mouth of the River Weaver.—Telegram from Lemvig states that Norwegian barque, *Fortuna*, Bjorneborg for London, ashore: total wreck; crew not heard of.—Crew of Swedish brig, *Comandeur*, landed at Grimsby, November 21st, by smack, *Star of Hope*, having abandoned their vessel full of water.—British and African Steamship Company's steamer *Bonny* towed into Sierra Leone with main shaft broken.

IN THE DOG WATCH.

BY ALL HANDS.

"Never mind me, take the dhow at all hazards." Navigating Lieutenant Myler Cooper, of H.M.S. *Griffon*, will be remembered for these words, uttered when he was mortally wounded last month off the Zanzibar coast, while in charge of the ship's cutter, which, with a crew of six, chased, attacked, and captured a slaver, manned by fourteen or fifteen Arabs, most of whom, unfortunately, managed to get away, together with the slaves, by running the dhow ashore.

"Never mind me!" It is as good as Sir Philip Sydney's "Thy need is greater than mine," with which remark he passed on to a wounded soldier the draught meant for himself. May Britain long breed men like these—the true salt of the earth. And Britain does breed them in plenty, only she hears little of them when they happen to be seamen before the mast.

A writer in the *Gentleman's Magazine* says that in the year 1753 Lord Hardwicke introduced a measure enacting that any person solemnising matrimony in any other than a church or public chapel without banns or licence should, on conviction, be adjudged guilty of felony, and be transported for fourteen years; also, that all such marriages should be void. This reform encountered considerable hostility; it was an attempt to interfere with the liberty of the subject, and of the two evils people preferred to be immoral than to be enslaved.

Fox—whose own father had been married in the chapel of the Fleet—loudly declaimed against the measure, and was the hero of the hour with the mob, who cheered his name to the echo. Prominent among the opponents of this measure was Dr. Keith, who had a chapel in Mayfair, London, who, we are reminded, published a pamphlet, which had an enormous circulation, entitled "Observations on the Act for Clandestine Marriages." "Happy is the wooing," writes Dr. Keith, "that is not long a doing," is an old proverb and a very true one. . . . As I have married many thousands and consequently have on these occasions seen the humour of the lower class of people, I have often asked the married pair how long they had been acquainted; they would reply, some more, some less, but the generality did not exceed the acquaintance of a week, some only of a day, half a day."

Of this marrying in haste the doctor gives the following instance:—

"I remember once on a time, I was at a public-house at Radcliff, which then was full of sailors, and their girls where there was fiddling, piping, jiggling and eating; at length one of the tars starts up, and says, 'D—n ye, Jack, I'll be married just now; I will have my partner.' The joke took, and in less than two hours ten couple set out for the Fleet. I staid their return. They returned in coaches; five women in each coach; the tars, some running running before, others riding on the coach-box, and others behind. The calvacade being over, the couples went up into an upper room, where they concluded the evening with great jollity. The next time I went that way, I called on my landlord and asked him concerning this marriage adventure: he at first stared at me, but recollecting, he said those things were so frequent, that he hardly took any notice of them; for, added he, it is a common thing when a fleet comes in to have two or three hundred marriages in a week's time among the sailors."

How many of the couples thus married in haste repented at leisure, we are not told. The doctor apparently regarded weddings much as a fisherman regards the catching of fish, as tending to bring cash into his pockets; and just as the fisherman does not stop to ask what the fish thinks of the business, neither does the indignant parson, whose vested interest and fees were interfered with by the innovation, inquire too curiously into the feelings of the vict—we mean the couples thus spliced.

He boldly predicts that "the declension of the numbers of inhabitants of England" will date from the passing of the new law. This rash prophecy has, as everybody knows, been utterly falsified, the population having increased enormously.

But that fewer sailors now marry than in the days when splicing was so speedily accomplished seems so highly probable that it would be interesting to have the exact number of married sailors then and now. There are, of course, more reasons and weightier ones than the abolition of such hasty contracts to explain why comparatively few sailors have wives, which reasons we may discuss at some future time. Meanwhile it is interesting to note that once upon a time Jack was not only a marrying man, but one that did not take long to decide on the splicing.

The last number of the *Coast Seamen's Journal* to hand says:—"The little story entitled 'Detectives at Sea,' which appeared in our last number, was taken from SEAFARING. We happened to omit the name of the journal, and therefore we make this statement. To be considered a good 'story-teller' is indeed part of our ambition; yet we would not have the Midshipmite think for a moment that we have the ungenerous desire of establishing a record at his expense."

As the Midshipmite is thus alluded to, it may interest some of our readers to state that the articles which he does not write for SEAFARING occupy the place of honour in one of the leading daily papers in London, from which they are frequently quoted by papers all over the world.

The *Coast Seamen's Journal* of October 31st last, celebrates the completion of the first year of its existence by enlarging its size, and at the same time using smaller type, so that it can and does give a great deal more matter than formerly. Its circulation "outside regular seafaring subscribers" is given as 1,900, and the leading article says:—

"We are on deck yet, in spite of the prediction of some smart but 'too previous' folks, who began sewing our shroud even ere we were born, prophesying that the *Coast Seamen's Journal* would die 'of rheumatism' before it was three months old. But we won't do anything of the sort. We've only just come on deck again to give her a wee bit more sheet."

The *Coast Seamen's Journal* is to be congratulated. The first year is usually the hardest of a newspaper's existence and generally decides whether the venture will fail or succeed. As a fellow feeling makes us wondrous kind, we can sympathise with the editor's jubilant tone over the discomfort of his "too

previous critics," for we have experienced much the same thing—only more so, for these amiable gentry had not even the charity to provide us with a shroud before sentencing us to death. But such critics have in our case been neither numerous nor important—few papers, indeed, have had such favourable and kindly notices as SEAFARING, and most seafaring folk and their friends wish success to the *Coast Seamen's Journal* as well as to SEAFARING.

That the circulation of SEAFARING, aged five months, should be, as it is, considerably greater than that of the *Coast Seamen's Journal*, aged one year, is only natural, seeing that the latter is only intended for the seamen of the Pacific coast of America, while SEAFARING appeals to seafaring folk and their friends in the greatest maritime country in the world, and has already readers in all ends of the earth. The fact, therefore, that SEAFARING has the larger circulation of the two does not imply in itself that the *Coast Seamen's Journal* is the inferior paper. Considering, indeed, the comparatively smaller number of possible purchasers of the *Coast Seamen's Journal* its circulation is a most respectable one.

The *Coast Seamen's Journal* differs from SEAFARING in one highly important particular. The journal is the official organ of the Coast Seamen's Union. SEAFARING is not the official organ of any organisation whatever. None of the seamen's societies have any share in it. The secretary of one of those bodies ordered and did not pay for a number of copies of SEAFARING! That is the only pecuniary transaction we have had with any of them, and we have no ambition for any further "support" from him.

ACCORDING to a consular report on the trade of Los Angeles (U.S.) for last year we learn that the local freights received there exceeded those of 1886 by 77 per cent., and exceeded those received at San Francisco by 50,000 tons. British shipping entering Wilmington last year was 66,440 tons, or 71 per cent. of the whole.

At the Dover Police-court, on Tuesday, a charge against a Swedish seaman for riotous conduct was heard, and created great interest owing to the circumstances under which it was preferred. The man belonged to a Swedish vessel in the harbour, and, as he alleged, was duped by a woman on shore. He became greatly excited, and having armed himself with a long-bladed knife, ran into several houses in the neighbourhood of the pier, threatening to kill all the women he met with. Great excitement prevailed, the report having spread that he was the Whitechapel murderer. The police had great difficulty in capturing the man owing to his extreme violence, and before he could be removed to the police-station he had to be tied down to a barrow. He was followed to the station by hundreds of people. Sentence of 14 days' imprisonment was passed.

At Liverpool, last Tuesday, a man named William Gray was brought up by warrant, charged with obtaining a pair of trousers and a felt hat from Mr. Robert Grimmer and others, trading as clothiers and outfitters, on the 10th inst., by misrepresentation. From the evidence it appeared that the prisoner went into the shop of the prosecutors and represented himself as Captain D. Messer, master of the ship *Corrola*, belonging to Messrs. John Bell and Son, Tower-chambers, and then lying in the West Waterloo Dock. He ordered a suit of clothes to be made for him, and said the bill must be sent to Messrs. Bell and Son, who would pay the money. He subsequently obtained the pair of trousers and hat, and borrowed a sovereign from Mr. Robert Grimmer. Some inquiry was made at Messrs. Bell and Son's office, and it was discovered that the prisoner was not the captain of the ship, but that he had been a steward on the last voyage. He was committed for trial on the charge.

PASSED EXAMINATIONS.

Masters, Mates and Engineers whom certificates have been issued during the week ending November 10th and 17th, 1888.

Ex. C. denotes Extra Master; O. C., Ordinary Master; 1 M., First Mate; O. M., Only Mate; and 2 M., Second Mate. S. S. denotes Steam Ship Certificates. Ex. 1 denotes Extra First Class; 1, First Class; 2, Second Class Engineer.

FOREIGN TRADE.

Name.	Grade.	Examining Board.
Woods, Robt.	O C	London
Kemp, Robert F.	O C	London
Newman, Chas. K.	1 M	London
Hughes, Hy. J.	1 M	London
Pinney, Geo. A.	1 M	London
Nicoll, F. T.	1 M	London
Mitchell, David	1	London
Colpitts, Thos.	2	London
Dennant, Wm. Jas.	2	London
Buck, Henry T.	1	London
Macdonald, Donald	1	London
Gowley, Jno. H.	1 M	London
Toulmin, Richard	1 M	London
Blampied, Philip W.	2 M	London
Miall, Kenneth M.	2 M	London
Golding, William	2 M S S	London
Wilson, Harris L.	Ex C	Liverpool
Smith, George	O C	Liverpool
Ireson, C. G.	O C	Liverpool
Stabb, Jno. P.	O C	Liverpool
Lever, Henry A.	1 M	Liverpool
Trinick, Jno. Hy.	1 M	Liverpool
Williams, William	2 M	Liverpool
Macpherson, Jno. B.	2 M	Liverpool
McNeil, Jas. H.	2 M	Liverpool
Ullathorne, Edwin J.	2 M	Liverpool
Prichard, Richard J.	2	Liverpool
Taylor, Joseph F.	1	Liverpool
Isdale, Alfred G.	2 M	Glasgow
Finlayson, Robert	2 M	Glasgow
Davies, Evan	O C	Plymouth
Pepperell, Henry	1 M	Plymouth
Billet, Richard	Ex C	Plymouth
Taylor, Joseph	O C	Plymouth
Woodridge, Linzee T.	2 M	S'thampt'n
Hooper, Geo. Chas.	O M	S'thampt'n
Newman, Walter S.	Compass Deviation	S'thampt'n
Yeoman, William L.	O C	S'thampt'n
Storm, Thomas	1 M	W. Hrtpl
Johnson, Per.	2 M	W. Hrtpl
Whincop, William N.	2	N. Shields
Dixon, James	1	N. Shields
McGregor, John	2	Greenock
McKeand, Allan	1	Greenock
Kirkaldy, William H.	2	Leith
Main, William P.	2	Leith
Adamson, Duncan	2	Leith
Muir, James	2	Leith
Borthwick, John	2	Leith
Mackay, Roderick	1	Leith
Young, George B.	1	Leith
Sharp, Jno. P.	O C	Dundee
Maling, Fred. M.	2 M	S. Shields
Croton, Thos. N.	2 M	S. Shields
Park, Thos.	2 M	S. Shields
Burgess, Benjamin	1 M	S. Shields
Young, William H.	O C	S. Shields
Laird, Alexander	2 M S S	S. Shields
Good, Frank	2 M	London
Wise, R. W.	2 M	London
Nyhop, H.	2 M	London
Smith, H. M.	2 M	London
Baird, H.	2 M	London
Seldon, W. H.	2 M	London
Cole, E. G.	2 M	London
Fisher, J. J.	2 M	London
Shoemack, F. J.	2 M	London
Siems, B. M. F.	O C	London
Cassens, J. E.	1 M	London
Caldwell, J. H.	1 M	London
Barwade, W. J.	1 M	London
Davey, W. C.	1 M	London
Hughes, J.	O C	London
Rainy, Francis E.	2	London
Spence, T. B.	2	London
Parkinson, H. S.	1	London
Paterson, W.	1	London
Roberts, Owen	1 M	Liverpool
Towhey, Martin	1 M	Liverpool
Stammers, Charles J.	1 M	Liverpool
Ray, John	O C	Liverpool
Roberts, John	O C	Liverpool
Walker, T. V.	O C	Liverpool
Hannah, C.	2 M	Liverpool
Courtney, T. J.	2 M	Liverpool

Parry, J.	2 M	Liverpool
Wright, J. B.	1 M	Liverpool
Jones, T.	1 M	Liverpool
Seattle, W. F.	1 M	Liverpool
Bell, W. H.	2	Liverpool
Yates, E. P.	2	Liverpool
Russel, A.	1	Liverpool
Walker, Neil	Master	Glasgow
Beaton, A.	2 M	Glasgow
Bell, W.	O C	Cardiff
Evans, J. H.	2 M	Cardiff
Brisco, R. W.	2 M	Cardiff
Christenson, Niels	O M	Cardiff
Jones, T.	1 M	Cardiff
Morgan, J.	O C	Cardiff
Davies, T.	2	Cardiff
Nicholson, A.	2	Cardiff
Seymour, W.	2	Cardiff
Hamlet, G. H.	2	Cardiff
Moore, Fredk.	2	Cardiff
Bishop, Jas.	1	Cardiff
Watson, J.	1 M	Aberdeen
Robinson, R.	1 M	Belfast
McDowell, Wm.	1 M	Belfast
Langley, A. J.	2 M	Plymouth
Symons, Jas.	{ 2 M Fore } { & Aft }	Plymouth
Mathews, A. E.	2 M	Plymouth
Sutherland, N.	2 M	Leith
Mails, R. C.	2 M	Leith
Miller, G. W.	2 M	Leith
Dickson, W. G. F.	1 M	Leith
Marach, F.	2 M	Sunderl'nd
Lamb, L. M.	1 M	Sunderl'nd
Robson, T. C.	1 M S S	Sunderl'nd
Gaines, G. G.	Master S'S	Sunderl'nd
Thompson, W. H.	2 M	Sunderl'nd
Barklie, R. C.	2 M	Hull
Kidd, L.	2 M	Hull
Norton, W. J.	1 M	Hull
Brown, W. T.	1 M	Hull
Turner, F. M.	1 M	Hull
Flak, E. B.	O C	Hull
Wemyss, W.	Master	Hull
Mackenzie, M. A.	2	Hull
Trounson, S.	2	Hull
Midgeley, F. W.	1	Hull
Matthew, C.	1	Hull
Anderson, T. W.	2	N. Shields
Bolton, E. J.	3	N. Shields
Richardson, S.	2	N. Shields
Melburn, A.	1	N. Shields
Robinson, J. W.	1	N. Shields
Scott, Joseph	1	N. Shields

SEAFARING WAGES.

LONDON:—The rates here are:—			
MEDITERRANEAN AND CONTINENT:—			
A.B.	..	£3 10s.	per month.
Firemen	..	£3 15s.	"
A.B.	..	£1 5s. to £1 8s.	per week.
Firemen	..	£1 5s. to £1 8s.	"
NEW YORK:—			
A.B.	..	£3 0s.	per month.
Firemen	..	£3 15s.	"
Trimmers	..	£3 5s.	"
CAPE OF GOOD HOPE AND NATAL:—			
A.B.	..	£3 10s.	per month.
Firemen	..	£4 0s.	"
AUSTRALIA:—			
A.B.	..	£3 10s.	per month.
Firemen	..	£3 15s.	"
CHINA AND INDIA:—			
A.B.	..	£3 10s.	per month.
Firemen	..	£3 15s. and £4	"
SAILING SHIPS (to all parts of the World):—			
A.B.	..	£2 10s.	per month.
O.S.	..	£1 10s. to £2	"
LIVERPOOL:—The following are the rates ruling here for the places named:—			
		Steamers.	Sailing Ships
Calcutta, East	Indies	3 0 0 Sailors	} 2 15 0
Australia, South	Africa	3 10 0 Firemen	
China, Brazil	West Indies	2 15 0 Seamen	} 3 10 0 Firemen
United States and Canada		3 10 0 Seamen	
"		4 0 0 Firemen	} Mail Boats
"		4 0 0 Seamen	
"		4 10 0 Firemen	} 3 0 0 Seamen
Mediterranean		3 15 0 Firemen	
Baltic		3 5 0 Seamen	} 3 15 0 Firemen
"		3 15 0 Firemen	
San Francisco, Valparaiso, S. America, Oregon			2 15 0
St. John, N.B.			2 15 0
West Africa		2 10 0 Seamen	} 3 0 0 Trimmers
"		3 10 0 Firemen	
Galveston		3 5 0 Seamen	} Pacific Co.'s
Norfolk Va		3 15 0 Firemen	
Savannah		3 15 0 Firemen	} Mail Steamers.
New Orleans		3 0 0 Seamen	
Cape de Verdes		3 15 0 Firemen	
GLASGOW:—Wages:—			
A.B.'s southward, sailing	£2 10s.	steam	£3
A.B.'s westward, sailing	£2 15s.	steam	£3 10s
Firemen, southward	£3 10s.	Firemen, westward	£3 10s.

LEITH:—The wages here are:—
Steamers, home and foreign, Seamen, £3 10s.; Firemen, £3 15s.—Sailingships, Seamen, £2 10s. to £2 15s. for southward.

BELFAST:—The wages here are:—
Sailing ships to Quebec, £3 5s. per month, with one month's advance. To Rio de Janeiro via Cardiff, £2 10s., with half month's advance. To Demerara, via Ayr, £3, with a month's advance. Steam, seamen, £3 10s.; firemen, £4, with a month's advance; steam (weekly boats), seamen, £1 4s. to £1 8s.; firemen, £1 8s. to £1 12s.

PLYMOUTH:—The wages of seamen here are:—
To Quebec, £3 per month. On the coast, £3 to £3 5s. per month. On steamboats, £3 10s. per month. Deep Water, £2 10s. per month.

NEWCASTLE-ON-TYNE:—Wages:—
Steamers, £4 Seamen. Steamers, £4 5s. Firemen.—Sailing Ships, £2 10s. to £2 15s. Seamen; weekly wages, £1 8s. Seamen (finding own food).

HULL:—Wages here:—
Steamers, £3 to £3 5s. Seamen.—Sailing Ships, £2 10s. Seamen.

DUBLIN:—The rate of wages in this port is as follows:—
Deep sea voyages, £2 10s. per month with usual allotment.

Channel steamers from 25s. to 27s. per week.
Runners to Cardiff or Newport: sailing, £2 10s. towing, £2.

Liverpool, either towing or sailing. London, £5 sailing, £4 towing.

BRISTOL:—The rates here are:—

Sailing ships for Able Seamen £ s. d.
Sailing ships for Ordinary Seamen 2 15 0
Steam ships for Able Seamen 3 10 0
Steam ships for Firemen 4 0 0

SUNDERLAND. Wages here:—Steamers, seamen, £4; firemen, £4 2s. 6d. and £4 6s.

Sailing Ships, to the Southward sailors .. £ s. d.
" " Mediterranean sailors .. 3 0 0
" " Quebec and Baltic sailors .. 3 10 0

GRIMSBY:—Wages of A.B. Seamen:—

Sailing vessels, long voyages 3 0 0

Sailing vessels, north of Europe 3 10 0

Steam ships, A.B. Seamen, European Ports .. 3 15 0

Firemen 4 0 0

Weekly wages—Seamen and Firemen, £1 8s. Crew find their own food.

SEAMEN'S WAGES.—The usual weekly meeting of the North of England Sailors and Sea-going Firemen's Association was held at Sunderland on November 19th. Mr. Charles Williams occupied the chair, and Mr. F. Cathery the vice-chair. The secretary (Mr. Henry Friend) reported that he had received a communication stating that the promoters of the Seamen's Pension Bill had withdrawn the measure owing to the opposition of the seamen's societies. By the withdrawal, the seamen would be benefited to the extent of 1s. 6d. per month. Some discussion took place as to the constitution of the Sunderland Trades Council, and Mr. Friend was elected a delegate in conjunction with Mr. J. Salt. Correspondence was read from London, Liverpool, and Hull with reference to the Committee of the Life-Saving Appliances Bill. It was decided that the society should support Mr. Butcher, of Hull. The secretary reported that he had communicated with the owners of weekly boats on the question of an advance of wages, but, with the exception of two or three, no replies had been received. It was agreed that steps should be taken to secure the advance asked for. It is stated that two of the leading firms of the port have conceded the advance asked for by the seamen, and that in consequence of others refusing to give the increased rate, several seamen have refused to join their vessels. The seamen and firemen of Seaham Harbour came out on strike on Monday for 30s. per week. At Cardiff a strike has resulted in ships' cooks being paid £5 a month, and stewards £6 per month.

SEVENTY-NINE shipwrecks were reported during last week, 43 vessels being British owned. Three sank by collision, the number of collision cases being 37, of which 22 took place off the British coasts. A Colonial vessel was reported with 900 lives and a French sailer and two British sailers with all hands.

A NEWCASTLE correspondent gives the following interesting particulars as to the position and prospects of shipbuilding:—
"Despite the advance in the price of material, and the consequent increase in the price of new ships, shipbuilding orders are plentiful at almost all ports. On the Clyde, the Tyne, the Wear, and other centres undiminished employment is witnessed, and work will go on during the whole of the year now if disputes can be avoided. There is a fear, however, that interruption may arise. An advance in wages has been demanded on behalf of the boilermakers in the North of England, and this is regarded as the thin end of the wedge for a general advance of wages in the boilermaking and shipbuilding trades. In his last circular, Mr. Knight, secretary of the society, warned employers that the men would at an early date require a further advance, and notice to that effect, with the specified sum required, will possibly soon be forthcoming. Several employers express the sincere hope that nothing in that way will be attempted this year, as all the work now in hand, and likely to be in hand during the remainder of this year, has been contracted for on the basis of present wages. In future contracts it is likely that employers will consider the fact that a further advance in wages may be requisite."

SOME SEAFARERS.

XXI.

ADMIRAL DE WITH.

As Benbow to Shovel so was De With to Van Tromp. The one explains and completes the career of the other. But although De With must always be coupled with Van Tromp, yet it is not to be supposed that the two men won distinction by reason of similarity of character or achievement. Tromp was the darling of his seamen and as such he led them to many a victory or through many a brave retreat. De With, on the other hand, was hated alike by officers and men. His black, ungovernable temper was his curse, rendering his whole career little better than a magnificent failure. A failure of supplies, a misunderstood signal, a surly subordinate—all these, and less important things than these, would often drive him off his head at a moment when to be cool was his only chance. And again a sort of sulky coolness would send him into action when action could only mean bloodshed and ultimate defeat.

If ever bad temper had its heroes, De With was one. The earliest anecdote told of him is intensely characteristic. Old Farmer With, of Briel, his father, was by persuasion a Dutch Baptist. Now these religionists held the thoroughly Christian notion that it is wrong to return blow for blow. Young De With was consequently a good deal cuffed and kicked by his schoolfellows, who knew he had promised his mother not to strike back. However, he was far too sturdy a young savage to go on so. He went to the minister of a rival persuasion, and got himself baptised out of the Baptist congregation into that of the Peculiar Christians of so-and-so. Then he returned to school, and the other lads' backs ached for many a long day. Like scores of other great seamen De With only took to the sea when all other trades had failed. They tried him with tanning, button-making, rope-making, tailoring, sail-making, and it was not till he was 17 that he became cabin-boy in 1616 aboard an East India merchantman. In Java, whither the ship sailed, he became a kind of military factotum to the Governor of Fort Jacatra. He did distinguished service when the town of that name was stormed, and grew so important that in 1620, on his return to the States, he was able to become lieutenant in the Dutch navy. He took part in numerous expeditions, and, when Admiral Hein sailed to capture the Spanish silver fleet, he was chosen captain of the flag-ship. He captured the yacht which was sent to warn the Spaniards, and claimed, in consequence, all the honours and rewards of the expedition. But not a penny was paid him, and he began thenceforward to grumble about national ingratitude. With Tromp he left the navy for a time, but circumstances, rather than discontent, constrained him to retire. He was in fact already most unpopular with Government, captains, seamen, everybody who crossed his path. Ashore he married, grew rich, became sheriff of Briel. But the old quarrelsome temper broke out afresh, when Tromp and he were recalled to the navy, and the former was given the chief command. A coolness sprang up between him and his old friend, which grew into fury on his part, when the Admiral had

him court-martialled for imaginary cowardice. Now De With, like many hard men, was extremely brave—desperately daring. Cruel to others, he spared not himself. So the charge fell to the ground, and soon was quite forgotten, when, in 1639, he played a gallant part against D'Ouendo's Armada. When the Spaniards first hove in sight, Tromp was too cautious to risk his few ships in battle, and, on the other hand, he was afraid to return to Holland without fighting. But Vice-Admiral De With was the man for the dilemma. "I had rather get my neck broken by these Spaniards," he cried, "than by the mob when we come back without firing a shot." Then, bullying Tromp into acquiescence, he sailed right down where Spain's ships lay thickest, and began peppering away till, under the answering fire, his little vessels were well-nigh shattered. But the Spaniards withdrew before them, and when he again stepped upon Tromp's quarterdeck, "besmeared, begrimed, limping, and an unsightly object to look at," he asked grimly whether another court-martial was necessary. D'Ouendo retired to the Downs, and when the day of the great fight drew nigh De With was patriotic enough not to force himself into a prominent position. On the contrary he offered to watch the English fleet, whilst other men did great things in the fight with the Dons. But Tromp knew his man, and sent him off to Holland to hurry up the States. On his return he drove the Admiral of Castillia ashore, and was, in fact, foremost in the battle of the Downs.

The years which followed this great action were years of bitterness and banishment for De With. He was sent out in command of the Brazilian fleet. People in power were only too glad to be rid of the boastful, if heroic bully. But they could not prevent his writing home piteous and furious letters. "The meanest slave," he wrote, "nay, a dog, would receive more care from these men than an admiral." At length, after he had for the sixth time been refused permission to come home, mouldy provisions, worm in his ships, mutiny amongst his crews, and the thought of his eleven motherless children at home, drove him to take the law into his own hands, and with two cranky vessels, full of starving sailors, he ran into the Meuse in the midsummer of 1650. He was seized and tried for his life. But his undoubted bravery and Republican politics eventually got him off.

In 1652, De With was so far reinstated in public favour as to be given command of the Dutch fleets against Blake in Tromp's place. A tale is told of how Tromp's old sailors refused to let the new admiral come aboard, and how he rowed from ship to ship till he found one willing to heave a rope. Once aboard, however, he got things shipshape. "I have to take upon me the duties of captain, lieutenant, mate, gunner, gunner's-mate, even including the provost," he wrote.

On October 8th, 1652, Blake came up with him so suddenly that the fight which ensued was a mere chase. Deserted by 20 of his captains, who hated him, he fought savagely till night, but next day-dawn found his fleet so riddled with shot that he was forced to take De Ruyter's advice and run back to the Meuse. He was deprived of the command, and took to his bed in very rage.

In the great fight where Van Tromp fell, De With played a notable rôle. He was blockaded by Monk in the Texel, and, in order to join his Admiral, ran out with his fleet from the Zuyder Zee in a night of such wild storm that no pilot would help him. Some hours' steady tacking, however, brought him up with Tromp. In the battle off the Texel, when the sea, according to a contemporary account, was choking with corpses, De With never dreamed of retreat or surrender. When Tromp lay dead, when Evertsen was bleeding out his life-blood, when De Ruyter was driven out of action, De With took the command, and flew the red-flag from his mast-head as a signal that Holland would fight to the end. At last, however, deserted by a dozen captains, he bade his 15 remaining ships retreat in good order. Hemmed in by Monk, and Penn, and Lawson, he lost only one ship, and was still out at sea when the English drew off victorious.

After the peace—a peace which crippled the power of the Dutch—it was expected by some that De With would be given command of the fleet. But his unpopularity was far too great. A cavalry officer, Van Obdam by name, was set over him. But, because the interloper was no sailor, De With liked him. There was no cause for jealousy, and the old sea-dog and the young noble worked well together in all the expeditions they undertook.

In 1658 Charles of Sweden thought he would like to annex Denmark. As the latter country was allied with the States, Van Obdam and De With were immediately despatched with a fleet to the Sound in order to co-operate with the Danes in the defence of Copenhagen. On November 8th a battle took place. De With, in Tromp's old ship the *Brederode*, sailed up the Sound at the head of the Dutch fleet. The Swedes on either shore let fly at him, but he held on till he came up with the Swedish Vice-Admiral. To him he gave a broadside, and then rushed frantically about the deck, crying, "I must board him, I must board him; he shall not escape." But fate had ordained it that the Swede should be the first to board. De With's ship drifted on to a shoal, and for two hours, whilst his signals were unnoticed by his own side, he kept up a fire against the two vessels which beset him. At last a bullet wounded him in the leg, but two of his officers held him up between them and he did not leave the deck. Then another bullet struck him in a vital part. "Fear not the face of your enemies," he gasped, "but remember the great Lord and fight for your wives and children." But despite the grand words a panic seized his men, and the Vice-Admiral's crew rushed on to the deck. The insult to such a ship as the *Brederode* stung De With into his last outburst of fury. With tameless bravery he crawled to his knees, seized his sword, and with many a gasp tried to strive against the numbers around him. They took him gently, and led him with failing steps over a plank into the Swedish Vice-Admiral's ship. "His spirit still lingered as he listened to the sounds of battle around him." He asked again and again what had become of his ship. "She has sunk and not surrendered," they said at last. And so he died.

The Swedish King sent the body back to the Netherlands wrapped in white

satin in a frigate draped with black. It was the enemy's tribute to valour, and the Dutch as they followed their great man to the grave admitted at last that they had lost a hero.

CORRESPONDENCE.

MUTINEERS AS MISSIONARIES.

To the Editor.

DEAR SIR,—In your article to-day on John Adams you conclude by saying in 1856 they were removed to Norfolk Island. In 1866, when I was second mate of the barque *Bleng*, we touched at Pitcairn Island, and found 52 inhabitants, 19 being children going to school. We were there for two days at anchor, and the 11 men helped us to fill up water, and they were invited to dinner on board our ship; when we all sat down our captain says "Now then help yourselves." "No, no," says Christian (he appeared to be a man about 50 years old), "we don't do things like that, captain, in our island home. We always thank God and say grace before meals," which I am glad to say, we did on that occasion. We spent two very happy days with them, gave them whatever we could afford and spare, for which they were very thankful.—Yours respectfully,

DAVID JOHNS,
Chief Officer, *Banshee*, London and
North-Western Railway Company.
Steam ship *Banshee*,
Holyhead, North Wales.

November 17th, 1888.

ALLEGED ATROCITIES AT SEA.

To the Editor.

DEAR SIR,—Our attention has been drawn to a letter in your issue of the 10th inst. from Mr. Lind under the above heading. Mr. Lind gives several extracts from San Francisco papers with regard to the bad treatment received by sailors on board the *Star of Russia*.

As owners of this ship, we saw these extracts and many others several months ago, and at once made particular inquiries as to their accuracy. We came to the conclusion that there was no truth whatever in them, but that they were the concoctions of some of the rowdy sailors, and the sensation reporters of a few of the lower class San Francisco papers.

We may mention that the captain and the men, who complained of bad treatment, appeared before the British Consul at San Francisco, when the men did not attempt to persevere with, or prove, their allegations.

A passenger who went in the ship kept a regularly posted diary during the whole voyage; from it we learn of the great trouble and annoyance which the captain had with some of the men, and how long he stood their insolence and incapacity.

It is in our opinion quite a mistake to suppose that sailors are driven to desert from their ships and we believe the crimps are entirely to blame.

It does not seem as if much credence was placed in these sensational stories among the sailors in San Francisco, as the *Star of Russia* got a crew more readily than most other ships in the port at the same time.—We are, dear sir, yours truly,

JAMES P. CORRY AND CO.
9 and 11, Fenchurch-avenue,
London, E.C.
November 16th, 1888.

To the Editor.

SIR,—I read with much interest in a recent number of your paper a report of the alleged ill-treatment on the *Star of Russia*, Legg, master, on the voyage to San Francisco.

I venture to call your attention to page 7 of the *Shipping Gazette* of the 14th inst., wherein is announced the receipt of the following "bottle message":—

"Barque *Camera* (Cumeria?), May 9th. Should this be picked up please tell all my friends that the treatment I am receiving from the mate is awful, and all the crew say that we will never reach port the ship making so much water.—Westerley, Apprentice."

On the same page it is recorded that the *Cumeria*, Hilton, of Liverpool, is missing since June 12th.

Will you kindly tell me who are the owners of this ship? when she was built? and if you think there is any likelihood of the Board of

Trade investigating the statement as to cruelty and unseaworthiness?—I am, sir, your obedient servant,

LANDSMAN.

Liverpool.

November 18th, 1888.

SEAMEN'S GRIEVANCES AT GLASGOW.

To the Editor.

DEAR SIR,—The sentiments embodied in your editorial of last week have enhanced the value of SEAFARING, as containing a principle which, if acted upon, would certainly create a better feeling between the employer and the employé in all classes of labour, but more especially in our class (the seafaring) where the employé is ever in the presence of his employer when his day's work is done (which is seldom), and cannot get away into other social surroundings and escape the indignity of the knowledge that he is ever being looked upon as an automatic machine, from the very moment that it is posted at the shipping office "hands wanted," as if implying that heads were not taken into account. Oh! sir, I shall gladly hail the day when shipowners recognise that a seaman is a human being with strong sympathies, and can really appreciate kindness, for how much better and smoother will things then run.

And then the remarks anent the continuous discharge is most logical and very important, but in all seriousness I have come to the conclusion that many shipowners delight to talk of the inefficiency and deterioration of British seamen, and appear to see in it a whip with which to flog the whole British mercantile marine, without even once making an attempt to remedy it, but, otherwise, assisted by certain shipping officials who wink at it, make half mariners into A.B.'s by giving them discharges for a capacity they never held. For I am credibly told by men that I can produce in evidence thereof that in this port of Glasgow men are taken to the shipping office, stewards and understrappers, and signed on as A.B.'s to make up the complement on board some of the liners. When paid off they are given an A.B.'s discharge with V.G. marked on it. In the face of such conduct what is the use, Mr. Editor, of trying to raise the efficiency of British seamen, or what right have shipowners to complain if they are caught in their own trap?

And then they complain of the drunkenness of the British seamen, yet they often help to make him so when he would not be; although to the public they make believe to care a great deal for the spiritual well-being of poor Jack by giving subscriptions to seamen's missions, like the hypocrite who for a pretence made long prayers. I will give you an example which happened last week.

The liner *Anchora* left Glasgow without a crew through refusing to give the wages £4 per month. She anchored off Princes Pier to await a crew which one of their officials had gone to fetch from Ayr. They arrived and were told by the Royal Naval Reserve on drill in the shed that there was a strike in Glasgow; they then refused to go on board, but were taken into a grog shop by an official and primed with drink to get them to undersell the labour of their fellows, and in a state of insubordination were taken on board only to commence fighting and be punished by the greater criminals who made them drunk, and the real criminals get free to go to church, and hear the parson pray for the seamen on the mighty deep, and hear him talk about the tempering of the wind to the shorn lamb, whilst the less guilty follows his avocation, bearing the stigma of "Drunken Jack." (Oh, Moses!) I can produce plenty of witnesses for the above, and thank you in anticipation.—Yours truly,

MAURICE E. DARBY.

Organising Secretary to National Amalgamated Union, Great Britain and Ireland.
Glasgow, November 19th, 1888.

P.S.—Office next week opposite Sailors' Home, James Watt-street, Glasgow.

THE UNITED MARINERS' BENEVOLENT SOCIETY AND THE SELECT COMMITTEE ON PILOTAGE.

To the Editor.

SIR,—The members of the above society were pleased to read the report, in last week's issue of SEAFARING, of the meeting held in London by Amalgamated British Seamen's Protection Society, in reference to the views advanced by

the seamen's societies in support of the pilotage question.

The following resolution in reference to the question, which was unanimously adopted and duly forwarded, on behalf this society, to the Select Committee on Pilotage, with replies received from Lord Claud Hamilton (chairman of the committee), will therefore be of special interest to the pilots and seamen of the United Kingdom.

United Mariners' Society,
7, Mariners'-parade, Liverpool.
June 29th, 1888.

To the Chairman of the Select Committee on Pilotage, House of Commons, London.

At a meeting of the Committee of Management of this society, held in the society's offices, Mariners'-parade, Liverpool, on the 13th inst., the following resolution was unanimously adopted in reference to the pilotage question:—

"That in the opinion of this society—for the preservation of the lives of passengers and seamen, and in the interest of the mercantile marine of this country—compulsory pilotage should be maintained at all ports of the United Kingdom, where the navigation may be considered intricate, either from movable sands narrow entrances crowded by shipping, or any other cause, which may tend to endanger life and property in the navigation of such ports, and that this resolution be forwarded, on behalf of the society, to the Select Committee of the House of Commons now receiving evidence on this very important question."

Signed on behalf of the committee,
MATTHEW CALLAGHAN,
Secretary.

House of Commons,
July 4th, 1888.

SIR,—I am desired by Lord Claud Hamilton, the chairman of the Select Committee on Pilotage, to acknowledge the receipt of your letter of the 29th ult.—Yours faithfully,

F. J. TUPPER

(Clerk to the Pilotage Committee).

The Secretary, United Mariners' Benevolent Society, Mariners'-parade, Liverpool.

I wrote again to Lord Hamilton, on July 10th in reference to the question, trusting that his lordship and the committee would be pleased to give the opinions of mariners of practical experience the consideration which the importance of the subject deserved, and I received the following letter in reply:—

"23, Lowndes-square, S.W.
July, 1888.

"DEAR SIR,—Absence on a cruise with the Channel Fleet must be my apology for the delay in my reply to your letter of the 10th inst.

"We have had so many applications from the various seaports of the United Kingdom, requesting to be allowed to give evidence, that we were compelled, in order to close our inquiry this Session, to strictly limit the number of those called upon to appear before us, and that is the reason why none of your body were called.

"I trust your members will understand this, and see that no discourtesy was intended.—I am, dear sir, yours faithfully,
CLAUDE J. HAMILTON."

Mr. Matthew Callaghan,
Secretary.
United Mariners' Benevolent Society,
7, Mariner'-parade, Liverpool.

At a meeting of the Scottish Shipmasters' Association, Limited, at Dundee, it was unanimously agreed to urge upon Lloyd's the desirability of making the Bell Rock Light-house a signal station for vessels passing by, connecting the tower with the mainland by telegraph in connection with their coast signal stations.

SEA-LIFE is strangely neglected in its real aspects, says a writer in *Fairplay*. The sea-life of the poets and the romancers (not even excepting Mr. Clark Russell) is not a life which is known to mortal mariners. Mr. Dana, in his *Two Years before the Mast*, got a glimpse of it, but only a glimpse. And although several people have tried at different times to form a collection of Sailors' Chanties, not one has succeeded in doing the thing properly. A lady has lately tried her hand—Miss Laura Smith, of Newcastle-on-Tyne—and a very creditable and interesting book she has produced. But she has not exhausted the subject—which, indeed, is one into which it was not possible for a lady to go completely—and she has been more intent upon catching the airs than the words. Miss Smith, however, has spared no pains to carry out her design, and the result is a volume to be prized.

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made payable.

Seafaring.

THE ORGAN OF THE SEAFARING CLASS.

SATURDAY, NOVEMBER 24th, 1888.

A CAPTAIN in the Royal Navy writes to
us:—The great difficulty of arriving at ac-
curate figures as to the *personnel* of the
mercantile marine is aptly illustrated by
an official paper of a religious society,
which says:—"Its labours are confined
to the port of London, containing daily an
average of 300,000 souls, of which if one-
sixth (a very low average) are represented
as leaving or arriving daily for or from all
parts of the world, it gives an appalling
aggregate of eighteen and a half-millions
of souls in this one port of London
annually. A stupendous total, truly."

"At the recent Manchester Church Con-
gress it was stated that "the diocese of
London contains the largest seaport in
the world. Upwards of 200,000 sailors
annually bring in or out of it more than
£200,000,000 worth of property." There
is a very wide margin between "200,000
sailors" and "eighteen and a-half million
souls." Both cannot be correct.

"There are no official statistics to meet
the issue, but some estimate may be
formed from existing figures. The Board
of Trade states that there are 36,572
registered merchant ships of the United
Kingdom and of the Colonies combined.
These are manned by 329,483 masters,
officers, and seamen. If we assume that
100,000 of these men enter the Thames
annually, apart from re-entries, we shall
probably exceed the truth. Add to this
one-fourth more individual men for the
crews of foreign ships 2,000 bargemen,
5,000 fishermen, and say 50,000 river
men in steamers, boats, and nondescript
work on the Thames, and we should have
less than 200,000 "souls."

"A vessel with a crew of a dozen hands,

which enters the Thames once a week,
would count as 624 annual entries of men;
and if she came to London three times a
week, her dozen men would count as 1,872
annual entries. But in the same way, to
count every entry of a man into his own
house would make the "souls" in
Middlesex appear some fabulous number
which we need not estimate.

"As there are only 329,483 souls in the
home and colonial mercantile marine,
scattered over the world, it is plainly
absurd to say that "one-sixth (a very low
average) are represented as leaving or
arriving daily" in the port of London
alone. All figures on this subject require
to be used with cautious limitations as to
the exact sense in which they should be
received, or writers will easily be landed
in such statements as "an appalling
aggregate of eighteen and a-half millions
of souls in this one port of London."

That there are always 9,000 seafaring
men always in London has been stated
and never refuted, and seems about the
truth. Observing the caution which our
correspondent, a well-known naval officer,
advises, the figures he gives, though correct
enough so far as they go, fail to give an
adequate idea of the numerical import-
ance of the seafaring class. This we
have pointed out to him and he has
favoured us with the following additional
figures obtained from the Admiralty and
Board of Trade:—Royal Navy, 60,000
men; fishermen (regular), 82,417;
fishermen (occasional), 53,081; barge-
men, in the Thames and Mersey alone,
4,000, to which, on our own responsibility,
we may safely add 10,000 for those em-
ployed on other rivers at home and in the
Colonies. Then there are the yachts,
numbering 3,041, some with crews of thirty,
forty, or fifty, and even more men. But
taking something less than four as the
average crew—which figure is probably
under rather than over the mark—we
have 12,000 more seafaring men, or a total
of 546,981—more than half a million of
seafaring men, exclusive of 22,521
men employed in canal boats. Some
seafaring men have no dependents at all.
Others, again, have several. Taking two
as the average number of dependents we
have over a million persons whose bread-
winners are seafaring men, consequently
seafaring men and the people directly
dependent upon them number over a
million and a-half. The class in whose
interests this journal is conducted is,
therefore, an enormously large one, and if
only one person in every hundred of that
class bought SEAFARING every week the
sale would be 15,000 copies per week. It
has not reached that figure at present;

but that it will not only reach but pass it before long we are assured.

Landsmen solemnly warned us at the outset that sailors do not read, and any sailors' paper, however ably conducted, must fail for simple lack of readers. Knowing the sailor better than to accept the average landsman's estimate of him as a drunken and reckless fellow who would not read if he could and could not if he would, we launched SEAFARING, and, before half-a-dozen numbers had appeared, found that we had done the right thing, and to-day we number our readers by thousands. That they are all, or even nearly all seafaring men, we do not pretend. If our list of subscribers may be taken as a guide, most of our readers appear not to be men at all, but women—several of them ladies of considerable social position, while members of both Houses of Parliament, clergymen, doctors, and naval and military officers, and all other sorts and conditions of men besides sailors write to us. The explanation of this is simple. From the Queen, who has a son and a grandson at sea, down to the poorest peasant, there are and must be few, in a maritime country like this, who have not some relative, connection or friend at sea. Moreover, as a Dublin correspondent reminds us, great multitudes of landsmen have to make occasional voyages, and as a result often retain for the rest of their lives a sympathetic interest in seafaring men. The gentleman who writes from Dublin to congratulate us is, we are glad to know, not the only passenger who reads SEAFARING. In the face of such facts it is impossible to say that all, or nearly all, our readers are professional seafaring men, but enough of them are to show that it is the greatest mistake to suppose that sailors do not read. If further evidence to the same effect were wanted, it might be found in the fact that the *Coast Seamen's Journal*, published, not in the Metropolis of the greatest maritime Empire—not even in the capital of the United States—but in San Francisco, has just entered upon the second year of its existence with many signs of a vigorous vitality.

At Newport, the captain of the schooner *Confidence*, of Plymouth, sought to recover £5 for 10 days' demurrage from Messrs. Budd and Co., of Newport, under a charter-party in which they agreed to load his vessel on or before October 9th. It appeared by the evidence that the charterers gave the captain notice on the morning of October 8th last to take his vessel to the Alexandra Dock jetties according to charter, and there take his berth, which was ready, and receive cargo, but the captain failed to go there as ordered, in consequence of which another vessel was berthed in her place, and the plaintiff's vessel was not loaded till October 11th. Judgment was given for defendants.

NAUTICAL NEWS.

NEWCASTLE-ON-TYNE shipbuilding is very active.

THE Ogmoo dock and railway scheme is to be pushed forward.

At Bristol there has been a very satisfactory increase in the foreign trade.

THE steam tug *Black Prince*, of Shields, has been bought by Mr. William High, to be used as steam trawler hailing from Dundee.

THE steamer *Valund*, at Montrose from Drontheim, reports that the stewardess had been washed overboard and drowned.

THE stormy weather which prevailed last week greatly interfered with the shipping movements at Dundee, but notwithstanding, a fair number of vessels reached the port.

LAST week at Grangemouth 33 steamers arrived, having an aggregate tonnage of 15,297. Nineteen sailing vessels arrived, having an aggregate tonnage of 4,769.

COMMANDER NEWALL of H. M. training ship *Unicorn*, whose period of service has expired, is to be replaced by Lieutenant Boyes.

THE Island of Palma was on Wednesday by the Board of Trade declared infected with yellow fever, and all other Canary Islands suspected from October 25th.

DURING last week there were reported as having arrived in the Clyde from foreign ports, 31 vessels of 30,216 tons, as against 19 vessels of 21,515 tons in the preceding week.

FROM a consular report we learn that last year the shipping entering Nantes increased by 8,919 tons, or 13½ per cent.; British shipping formed 30½ per cent. of the whole.

A DISMANTLED vessel under jurmasts, with jib, mainstaysail, and main trysail set, was passed on 17th inst. in 57° 3' N, 14° 30' W, by the *Umbria* (s), from New York at Liverpool.

Rimac, on arrival at Queenstown, reports having experienced a hurricane on Sunday last, with terrific sea; under goosewing topsails for 12 hours.

THE body of Mr. Thomas Barter, of Liverpool, storekeeper on board the steamer *Nantes*, has been washed ashore at Looe, on the Cornish coast.

DURING last year, according to a consular report, British shipping entering San Diego reached 33,360 tons, or 65½ per cent. of the whole.

A LIFEBOUY, painted white, with black letters round it, "Madeline Lannion," has been picked up at Rocken End, Isle of Wight.

A CASE of piracy is reported from the Persian Gulf. Two Cutchee vessels were attacked by Arab pirates, who killed three men and looted 4,000rs.

THE Bute Dry Dock and Engineering Company, Cardiff, have received an order from a London firm for the construction of a large steel steamer.

THE Admiralty in the forthcoming navy estimates will make an attempt to repair the serious deficiency in the stoking department of the fleet.

HER MAJESTY'S cruiser *Hyacinth* has hoisted the British flag in the Hervey or Cook's Islands in the South Pacific. The event was celebrated with great rejoicings by the natives.

THE *City of New York* made the best record in last week's storm of all the steamers on passage to New York, doing 350 knots in the teeth of a driving gale and a head sea.

THE following are the first three entries, copied, from the manifest of a small steamer which trades between Liverpool and Spain:—"Two cases oranges, two cases lemons, one case smallpox."

THE new P. and O. steamer *Peninsular*, built by Messrs. Caird and Co., Greenock, had, we understand, a trial trip at the end of last week of her engines, the vessel attaining a very satisfactory speed.

THE *Zemindar*, from Calcutta at Liverpool, reports having encountered a heavy southerly gale in 39° N 35° W, changing with terrific force to NW. with tremendous seas for several days.

JOHN WILLIAMS, third mate of the steamer *Boadicea*, of London, has been fined £5 and costs, or two months' imprisonment, at Penarth Police-court, for deserting his ship, and inducing three other men to desert.

IN reply to Mr. J. Ellis, Sir M. Hicks-Beach stated, in the House of Commons, on

Tuesday, that he had every hope that the Sea Fisheries Regulation Bill would pass into law this Session.

A CONSULAR report on the trade of Astoria (Oregon) for last year states that a larger class of vessel arrive than heretofore, and the proportion of British tonnage—87 per cent.—is still more noticeable.

ON Tuesday, in the House of Commons, on the motion of Lord Charles Beresford, an exhaustive return, showing the actual naval expenditure, ships added to and struck off the naval lists from 1859 to 1888, &c., was agreed to.

THE *Domino* (s), from Bergen, reports passing last Sunday, about midway between the Naze of Norway and the English coast, a derelict water-logged barque of about 500 tons register, apparently Norwegian or German, and timber-laden; could see no name.

THE Board of Trade have ordered an investigation into the circumstances connected with the loss of the *Lizzie Bain*, smack, of Kirkwall, through collision with the steamer *Queen*, of Aberdeen, in Cantick Sound, Orkneys, on the 6th inst.

THE new firm reopening the Govan Shipbuilding Yard have just booked a fine cargo-carrying steamer for a well-known Glasgow firm, and a few days previously they contracted with an east coast firm to build two steam trawlers.

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MERCANTILE MARINE SERVICE ASSOCIATION,

ESTABLISHED 1857, and INCORPORATED
BY SPECIAL ACT OF PARLIAMENT, 1863.

The recognised head of the Nautical
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CHIEF OBJECTS:—

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when in port, for meeting friends, reading
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maps, charts, instruments, &c., &c.

Obtaining appointments to ships by means
of the Registry for Masters and Officers—many
hundreds have been successful.

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tilating matters affecting the Service, by
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ciation Reporter*, published monthly.

Defending Members before Courts of Inquiry
at the expense of the association, legal gentle-
men being retained for the purpose, and
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school ship H.M.S. *Conway*, belonging to
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Officers in the Merchant Service, the sons of
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ence in admission, at a reduction of Ten
Guineas a-year. Free nominations are occa-
sionally granted to the sons of unfortunate
or deceased members. For full particulars
apply to the Secretary.

Providing for Widows and Orphans, Parents,
or other relatives, in the event of a member's
death, by a mutual "PROVIDENT BRANCH."

Benevolent Branch operations, consisting of
casual relief to Widows left destitute, and
pensions to aged and incapacitated Ship-
masters, Officers, and Seamen. Funds are
raised by public contributions, annual sub-
scriptions, donations, legacies, collections on
board ships and on shore by friends, and in
boxes, &c.

Homes for Aged Mariners are also provided
at Egremont, on the banks of the Mersey.
A Home, with all found, for the Friendless,
Aged Mariner, and Cottage Homes for those
who have wives or other relatives to live with
and care for them.

The Executive Council is composed of not
less than Sixty Gentlemen, seven-eighths of
whom are, or have been, Commanders in the
Merchant Service. The Corporation, while
receiving the warmest sympathy and support
of Shipowners, is governed entirely by Nautical
Men in the interests of Masters and Officers
particularly, and the Merchant Service
generally.

PRESIDENT..... Captain H. J. WARD.
VICE-PRESIDENT Captain D. ANDERSON.
CLARKE ASPINALL, ESQ., TREASURER.
J. J. GRYLLS, ESQ., SECRETARY.

REPRESENTATIVES:—

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Aged Seamen and Widows' Fund—Mr. M. HESS.
Homes for Aged Mariners—Mr. THOMAS A.
FISH.

AUDITORS—Messrs. COCHRAN AND WALKER.

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Messrs. HILL, DICKINSON AND COMPANY.

NOTICES.

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price one penny, will be sent to any part
of the United Kingdom, post free, at the
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Twelve Months.....	6s. 6d.
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150, Minories, London, E., to whom all
Cheques and Post Office Orders must be
made payable.

Seafaring.

THE ORGAN OF THE SEAFARING CLASS.

SATURDAY, NOVEMBER 24th, 1888.

A CAPTAIN in the Royal Navy writes to
us:—The great difficulty of arriving at ac-
curate figures as to the *personnel* of the
mercantile marine is aptly illustrated by
an official paper of a religious society,
which says:—"Its labours are confined
to the port of London, containing daily an
average of 300,000 souls, of which if one-
sixth (a very low average) are represented
as leaving or arriving daily for or from all
parts of the world, it gives an appalling
aggregate of eighteen and a half-millions
of souls in this one port of London
annually. A stupendous total, truly."

"At the recent Manchester Church Con-
gress it was stated that "the diocese of
London contains the largest seaport in
the world. Upward of 200,000 sailors
annually bring in or out of it more than
£200,000,000 worth of property." There
is a very wide margin between "200,000
sailors" and "eighteen and a-half million
souls." Both cannot be correct.

"There are no official statistics to meet
the issue, but some estimate may be
formed from existing figures. The Board
of Trade states that there are 36,572
registered merchant ships of the United
Kingdom and of the Colonies combined.
These are manned by 329,483 masters,
officers, and seamen. If we assume that
100,000 of these men enter the Thames
annually, apart from re-entries, we shall
probably exceed the truth. Add to this
one-fourth more individual men for the
crews of foreign ships 2,000 bargemen,
5,000 fishermen, and say 50,000 river
men in steamers, boats, and nondescript
work on the Thames, and we should have
less than 200,000 "souls."

"A vessel with a crew of a dozen hands,

which enters the Thames once a week,
would count as 624 annual entries of men;
and if she came to London three times a
week, her dozen men would count as 1,872
annual entries. But in the same way, to
count every entry of a man into his own
house would make the "souls" in
Middlesex appear some fabulous number
which we need not estimate.

"As there are only 329,483 souls in the
home and colonial mercantile marine,
scattered over the world, it is plainly
absurd to say that "one-sixth (a very low
average) are represented as leaving or
arriving daily" in the port of London
alone. All figures on this subject require
to be used with cautious limitations as to
the exact sense in which they should be
received, or writers will easily be landed
in such statements as "an appalling
aggregate of eighteen and a-half millions
of souls in this one port of London."

That there are always 9,000 seafaring
men always in London has been stated
and never refuted, and seems about the
truth. Observing the caution which our
correspondent, a well-known naval officer,
advises, the figures he gives, though correct
enough so far as they go, fail to give an
adequate idea of the numerical import-
ance of the seafaring class. This we
have pointed out to him and he has
favoured us with the following additional
figures obtained from the Admiralty and
Board of Trade:—Royal Navy, 60,000
men; fishermen (regular), 82,417;
fishermen (occasional), 53,081; barge-
men, in the Thames and Mersey alone,
4,000, to which, on our own responsibility,
we may safely add 10,000 for those em-
ployed on other rivers at home and in the
Colonies. Then there are the yachts,
numbering 3,041, some with crews of thirty,
forty, or fifty, and even more men. But
taking something less than four as the
average crew—which figure is probably
under rather than over the mark—we
have 12,000 more seafaring men, or a total
of 546,981—more than half a million of
seafaring men, exclusive of 22,521
men employed in canal boats. Some
seafaring men have no dependents at all.
Others, again, have several. Taking two
as the average number of dependents we
have over a million persons whose bread-
winners are seafaring men, consequently
seafaring men and the people directly
dependent upon them number over a
million and a-half. The class in whose
interests this journal is conducted is,
therefore, an enormously large one, and if
only one person in every hundred of that
class bought SEAFARING every week the
sale would be 15,000 copies per week. It
has not reached that figure at present;

but that it will not only reach but pass it before long we are assured.

Landsmen solemnly warned us at the outset that sailors do not read, and any sailors' paper, however ably conducted, must fail for simple lack of readers. Knowing the sailor better than to accept the average landsman's estimate of him as a drunken and reckless fellow who would not read if he could and could not if he would, we launched SEAFARING, and, before half-a-dozen numbers had appeared, found that we had done the right thing, and to-day we number our readers by thousands. That they are all, or even nearly all seafaring men, we do not pretend. If our list of subscribers may be taken as a guide, most of our readers appear not to be men at all, but women—several of them ladies of considerable social position, while members of both Houses of Parliament, clergymen, doctors, and naval and military officers, and all other sorts and conditions of men besides sailors write to us. The explanation of this is simple. From the Queen, who has a son and a grandson at sea, down to the poorest peasant, there are and must be few, in a maritime country like this, who have not some relative, connection or friend at sea. Moreover, as a Dublin correspondent reminds us, great multitudes of landsmen have to make occasional voyages, and as a result often retain for the rest of their lives a sympathetic interest in seafaring men. The gentleman who writes from Dublin to congratulate us is, we are glad to know, not the only passenger who reads SEAFARING. In the face of such facts it is impossible to say that all, or nearly all, our readers are professional seafaring men, but enough of them are to show that it is the greatest mistake to suppose that sailors do not read. If further evidence to the same effect were wanted, it might be found in the fact that the *Coast Seamen's Journal*, published, not in the Metropolis of the greatest maritime Empire—not even in the capital of the United States—but in San Francisco, has just entered upon the second year of its existence with many signs of a vigorous vitality.

At Newport, the captain of the schooner *Confidence*, of Plymouth, sought to recover £5 for 10 days' demurrage from Messrs. Budd and Co., of Newport, under a charter-party in which they agreed to load his vessel on or before October 9th. It appeared by the evidence that the charterers gave the captain notice on the morning of October 8th last to take his vessel to the Alexandra Dock jetties according to charter, and there take his berth, which was ready, and receive cargo, but the captain failed to go there as ordered, in consequence of which another vessel was berthed in her place, and the plaintiff's vessel was not loaded till October 11th. Judgment was given for defendants.

NAUTICAL NEWS.

NEWCASTLE-ON-TYNE shipbuilding is very active.

THE Ogmores dock and railway scheme is to be pushed forward.

At Bristol there has been a very satisfactory increase in the foreign trade.

THE steam tug *Black Prince*, of Shields, has been bought by Mr. William High, to be used as steam trawler hailing from Dundee.

THE steamer *Valund*, at Montrose from Drontheim, reports that the stewardess had been washed overboard and drowned.

THE stormy weather which prevailed last week greatly interfered with the shipping movements at Dundee, but notwithstanding, a fair number of vessels reached the port.

LAST week at Grangemouth 33 steamers arrived, having an aggregate tonnage of 15,297. Nineteen sailing vessels arrived, having an aggregate tonnage of 4,769.

COMMANDER NEWALL of H. M. training ship *Unicorn*, whose period of service has expired, is to be replaced by Lieutenant Boyes.

THE Island of Palma was on Wednesday by the Board of Trade declared infected with yellow fever, and all other Canary Islands suspected from October 25th.

DURING last week there were reported as having arrived in the Clyde from foreign ports, 31 vessels of 30,216 tons, as against 19 vessels of 21,515 tons in the preceding week.

FROM a consular report we learn that last year the shipping entering Nantes increased by 8,919 tons, or 13½ per cent.; British shipping formed 30½ per cent. of the whole.

A DISMANTLED vessel under jurmasts, with jib, mainstaysail, and main trysail set, was passed on 17th inst. in 57° 3' N, 14° 30' W, by the *Umbria* (s), from New York at Liverpool.

Rimac, on arrival at Queenstown, reports having experienced a hurricane on Sunday last, with terrific sea; under goosewing topsails for 12 hours.

THE body of Mr. Thomas Barter, of Liverpool, storekeeper on board the steamer *Nantes*, has been washed ashore at Looe, on the Cornish coast.

DURING last year, according to a consular report, British shipping entering San Diego reached 33,360 tons, or 65½ per cent. of the whole.

A LIFEBOUY, painted white, with black letters round it, "Madeline Lannon," has been picked up at Rocken End, Isle of Wight.

A CASE of piracy is reported from the Persian Gulf. Two Cutchee vessels were attacked by Arab pirates, who killed three men and looted 4,000rs.

THE Bute Dry Dock and Engineering Company, Cardiff, have received an order from a London firm for the construction of a large steel steamer.

THE Admiralty in the forthcoming navy estimates will make an attempt to repair the serious deficiency in the stoking department of the fleet.

HER MAJESTY'S cruiser *Hyacinth* has hoisted the British flag in the Hervey or Cook's Islands in the South Pacific. The event was celebrated with great rejoicings by the natives.

THE *City of New York* made the best record in last week's storm of all the steamers on passage to New York, doing 350 knots in the teeth of a driving gale and a head sea.

THE following are the first three entries, copied, from the manifest of a small steamer which trades between Liverpool and Spain:—"Two cases oranges, two cases lemons, one case smallpox."

THE new P. and O. steamer *Peninsular*, built by Messrs. Caird and Co., Greenock, had, we understand, a trial trip at the end of last week of her engines, the vessel attaining a very satisfactory speed.

THE *Zemindar*, from Calcutta at Liverpool, reports having encountered a heavy southerly gale in 39° N 35° W, changing with terrific force to NW. with tremendous seas for several days.

JOHN WILLIAMS, third mate of the steamer *Boudicca*, of London, has been fined £5 and costs, or two months' imprisonment, at Penarth Police-court, for deserting his ship, and inducing three other men to desert.

IN reply to Mr. J. Ellis, Sir M. Hicks-Beach stated, in the House of Commons, on

Tuesday, that he had every hope that the Sea Fisheries Regulation Bill would pass into law this Session.

A CONSULAR report on the trade of Astoria (Oregon) for last year states that a larger class of vessel arrive than heretofore, and the proportion of British tonnage—87 per cent.—is still more noticeable.

ON Tuesday, in the House of Commons, on the motion of Lord Charles Beresford, an exhaustive return, showing the actual naval expenditure, ships added to and struck off the naval lists from 1859 to 1888, &c., was agreed to.

THE *Domino* (s), from Bergen, reports passing last Sunday, about midway between the Naze of Norway and the English coast, a derelict water-logged barque of about 500 tons register, apparently Norwegian or German, and timber-laden; could see no name.

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steamer belonging to the same owners, and that the latter vessel had left Constantinople, bound on her homeward passage, calling at Gibraltar for orders.

MONDAY last was the first day that the Aberdeen small-line fishermen were able to get to sea since November 1st, owing to stormy weather. Many fishermen are consequently in very straightened circumstances. One of the great line boats realised £83 for their shot of fish a few days ago, being the largest this year.

Constantin s, arrived in the Tyne November 21st, passed a wreck laden with battens and no crew on board on November 18th in 57° N 6° E. This wreck is supposed to have been that of the brig *Dorve*, but this requires confirmation. The *Constantin* also passed a burning wreck, apparently a brig laden with battens, in lat. 56° N lon. 1° E.

THE casualties reported at Lloyd's for the week ending the 14th inst. comprise 55 sailing vessels and 11 steamers, as compared with 26 vessels and 10 steamers for the corresponding week in 1887. The total casualties for the year to date are 1,105 sailing vessels and 515 steamers, against 1,227 and 499 at the same period last year.

AT Grimsby, Frederick Moss, owner, and Charles Wroots, skipper, of the Grimsby trawl-fishing smack *Standard*, have been summoned at the instance of the Board of Trade on the charge of sending and taking a fishing vessel to sea without having the number of such vessel painted on the mainsail. Fined 21s. each, including costs.

AN advance on former rates of pay has recently been given to seamen at Greenock, and the crew of the barque *Neophyte* have just been engaged there for a voyage to Cape Town, via Cardiff, at £3 per month, with the usual advance. This is an advance of 5s. per month compared with the rate three weeks ago.

THE draft programme setting out the work allotted to Chatham Dockyard, under the scheme for increasing the navy, was received at Chatham. The new vessels to be commenced there include one ship of the *Nile* class, three fast armoured cruisers, and four torpedo vessels of the *Scout* type. The *Rupert* will also be repaired.

ABOARD the *Michigan* (s), in Alexandra Dock, Bootle, Liverpool, John Doyle, labourer, was killed last Wednesday. His head and arms were in the cylinder as he was unscrewing the valves of the air pump attached to one of the engines when they were started and the piston came down cutting off his head and arms.

THE transatlantic steamers experienced heavy weather during last week. A huge wave washed over the *Etruria* on Tuesday, killing a seaman named James Wormald, who was buried at sea, and for whose family the passengers subscribed £100, and injuring five others. The *Republic* also reports having had a troublesome passage.

THE Lighthouse Board of New York gives notice that the light at East Beacon, Sandy Hook, is changed so as to show a red sector covering an arc of about 15 degrees, from N.E. by E. 3-4 E. to E. 7-8 N. This sector covers the cables used for operating the electric lighted buoys in Gedney's Channel. Vessels are forbidden to anchor within the sector unless well to the eastward of Gedney's Channel.

THE whole of the £1,000 required by the Fishery Board to be celebrated locally as a condition of their grant for the proposed fishery harbour at Auchmethie, near Arbroath, has now been advanced. The Board's grant will be £3,000, and it is estimated that the £4,000 will be sufficient to construct the harbour. In Parliament, Mr. Barclay, M.P., is to promote a provisional order for the purpose of carrying out the work.

ABOUT 10 o'clock on Monday morning, Captain Edward Ruddings, of the *Promise*, a small vessel lying at Kincardine-on-Forth, left with the ship's boat for Alloa to get provisions. A young lad accompanied him. They had a sail up, and a squall capsized the boat. The captain attempted to swim ashore, but was drowned. The boy was afterwards picked up by a boat. Captain Ruddings belonged to Yorkshire.

At a meeting of the Aberdeen Fish Trade Association, held on the 17th inst., it was unanimously resolved to present a testimonial to the captain and crew of the trawler *William Dodds*, in recognition of their gallant rescue of the *Flying Eagle*. For this purpose two guineas were granted out of the funds of the

association, and Mr. Robert Garrow, hon. secretary, is open to receive subscriptions from the public for the same purpose.

REPLYING to questions in the House of Commons, Sir M. Hicks-Beach said a departmental committee of the Board of Trade was still engaged revising the rules relating to signalling at sea. The United States Government had invited this Government to take part in an international conference in April, at which this subject, and also that of the prevention of collision at sea, would be considered. The question whether the invitation should be accepted was still under consideration.

A BILL will be applied for in the ensuing Session of Parliament for incorporating a company with power to make and maintain new docks—the Imperial Docks of London—in the parish of West Ham, Essex. The projected works will consist of a dock about 706 yards long and 353 yards wide, with a branch dock about 650 yards long and 216 yards wide, and a ship lock and two barge locks, with entrances from the River Thames, to be situated partly on the site of the Victoria Graving Docks and partly on other property and lands specified.

THE Board of Trade state, in reply to the request that certified officers might be engaged and discharged without being required to attend at the shipping office, or without the Board of Trade officer attending on board the vessel, that section 150 of the Merchant Shipping Act of 1854 required every seaman—"the statutory definition of which includes all officers except masters"—shall be engaged and discharged in the presence of the shipping master, and that the Board of Trade had not power to dispense with that requirement.

ON Sunday the fishing smack *Active*, of Grimsby, arrived at Aberdeen with the crew of the Norwegian vessel named the *Valkyrie* which had been abandoned about 170 miles from Aberdeen. The poor men when rescued were in a most deplorable condition, being on the verge of starvation, the captain and the crew of the *Active* deserve the utmost praise for gallantry in rescuing the crew, the boat which put off to the disabled vessel being nearly swamped with the terrific sea running.

THE Board of Trade have received, through the Foreign Office, the undermentioned rewards which have been made by the United States Government to certain of the officers and crew of the British steamer *Bavarian*, in recognition of services rendered by them to the shipwrecked crew of the American schooner *Edlie Pierce*, on September 26th last:—A gold watch and chain to the master, Archibald W. Ball; a gold medal and 50dol. to the chief officer, George W. Muir; and a sum of 10dol. to each of the seven seamen, John Oliver Johnstone, James Byrne, James Henry Spencer, Arthur McGuire, James Burns, John Hurley, and Thomas Jones.

At a meeting of the Glasgow Town Council last week, Bailie Martin called attention to the inadequate nature of the arrangements for conveying cattle from Ireland, and stated that during the last six days no fewer than 91 animals were destroyed on account of the steamships not being properly fitted for carrying them. Cattle were constantly arriving, he said, from the United States and Canada in the best condition, and yet here, in a passage of seven or eight hours, they had 91 cattle trampled to death. Other members of the council confirmed this statement, and the matter was referred to the magistrates for consideration.

ACCORDING to the *Hamburgische Boersen-halle* the establishment of a direct line of steamers between Hamburg and Calcutta has become an assured fact. Several large shipping firms in Hamburg have subscribed 3,700,000 marks, and some banking establishments have taken up 800,000 marks, making the share capital amount to four and a-half millions of marks. Preference shares of the value of 2,000,000 marks will be issued later on. The service will be commenced immediately with six steamers. In consequence of the German shipbuilding yards being at present over-full of work, it is hoped to acquire some large steamers in the English market.

THE last act in the career of the *Great Eastern* was commenced at Liverpool last Tuesday, when a three days' sale by auction of the entire vessel and her fittings was commenced in the presence of a considerable company, including a fair sprinkling of ladies. The catalogue contained 893 lots, and Tuesday's sale consisted chiefly of the deck-houses and their contents, boats, anchors, blocks, &c., and as a rule satisfactory prices were obtained,

convenient articles, suitable for mementoes, being in special demand. Next day the iron plates and framework of the ship were sold. The estimated quantities are 6,250 tons of iron, and 2,500 tons of wood work, whilst the engines and boilers are over 1,500 tons more.

By the death of Captain H. P. Petersen, of the well-known trader *Scerre*, an old and familiar face has gone from the trade. The captain, like the ship he commanded, was a constant visitor to the London Surrey Commercial Docks, his voyages summing up to six or seven every year for the last 23 years, and had he commanded this present trip he would have made no less than 84 voyages to London in the one vessel. Captain Petersen died at Fredrikshald. When he first came to the Surrey Commercial Docks steamers in the wood trade were never even dreamt of. The present captain, C. J. Mathisen, was mate of the old ship for 19 years, and has well-earned the promotion which has fallen to his share.—*Timber Trades' Journal*.

The *Marine Journal* (New York) says: "The prevalence of collisions and disasters at sea is in some measure due to the 'open bridge system' which prevails on our ocean steamers. The officer on duty is so exposed to the fury of the elements that often he cannot see what is going on. This exposure is unnecessary, and should be guarded against by such a system of protection for pilots and officers in warm covered wheel-houses, situated forward and above deck, as is the rule on American steamers. A man with his eyes and ears full of sleet cannot see or hear as well as one that is in a pilot house. The introduction of covered pilot houses, such as are used in American steamers would tend to lessen the number of collisions among foreign ocean steamers."

MR. JUSTICE BUTT had before him an action by the owners of the London steamship *United Service* against the owners of the Glasgow steamship *Martaban*, to recover remuneration for salvage services rendered to the last-named vessel, in the Mediterranean, between the 1st and the 5th of October last. The *United Service* was at the time bound from Cardiff to Port Said, and the *Martaban* was on a voyage from Rangoon to London. The *Martaban* had broken her main shaft, and the salvage services consisted in towing her to the roads at Port Said, an operation which occupied part of five days. His lordship awarded the plaintiffs the sum of £1,200, which was divided as follows—£900 to the owners, £120 to the master, and £180 to the rest of the crew.

At a meeting of the general board of management of the Shipwrecked Mariners' Society held at the Central Office, London, on Monday, reports of relief of the immediate necessities and forwarding to their homes of 521 shipwrecked seamen were recorded as received from the society's outport stations. In addition the society had given prompt aid in numerous cases of the distressed dependents of the many mariners unfortunately lost during the disastrous weather. Amongst cases of gallantry in saving life at sea, the society's board made the special award of a presentation barometer to Captain J. B. Randall, of the steamship *Albatross*, of London, with a silver medal to the chief officer, Mr. J. Dineen, and pecuniary rewards to four seamen of the same vessel for the brave rescue of the master (E. P. Dodd) and crew of the three-masted schooner *Isabella Hall*, of Barrow, wrecked on the Tongue Sand on the morning of November 5th.

In Parliament, Sir G. Campbell asked the President of the Board of Trade whether, having regard to the great and increasing frequency of collisions at sea, he had satisfied himself that those were for the most part due to inevitable natural causes and the crowded state of the seas, or whether there was any reason to suppose that they were to any considerable extent attributable to any defect or deficiency in the Rule of the Road at Sea, or in the Maritime Regulations; and in the latter case whether he would consider the advisability of consulting the responsible authorities of other countries, with a view to improving those rules by general agreement. Sir M. Hicks-Beach said it was a matter of opinion rather than of fact as to what was the cause of collisions at sea, but he did not himself think that there was any reason to suppose that they were attributable to any defect or deficiency in the Rules of the Road at Sea. He had already answered the latter part of the question.

LORD H. BRUCE asked, in the House of Commons last Tuesday, whether attention had been directed to the alarming explosion on board a petroleum vessel in Calais Harbour last month endangering life and property; and whether the regulations for such traffic in the port of London and throughout the United Kingdom were such as to minimise a similar risk occurring therein. Mr. Matthews: The Home Office authorities are now engaged in collecting information relative to this accident. As regards the prevention of similar accidents in this country, statutory powers already exist enabling harbour authorities to insist on valuable precautions; but it is desirable that these powers should be strengthened by further legislation. I have accordingly prepared a Bill for this purpose, which it is my desire and intention to introduce at as early a period as possible.

American despatches received at Queenstown from Tacoma state that the large ship, *Hecla*, bound from Acapulco for Queenstown, with a cargo of wheat, for orders, had put into Tacoma on the 4th inst., the crew having mutinied, which latter state was the result of shocking cruelties inflicted on them by the captain and mate of the vessel. While on a voyage from Cardiff to Acapulco, 18 of the crew, chiefly British seamen, appeared in person before the District Court of Tacoma to institute proceedings against Captain Snow. They charged him with giving them food unfit for human use, and when debilitated and unable to work, put 10 of them into the hold, tied so that they could neither stand nor lie down, and kept there for 48 hours. One of the men was tied to a stanchion, and for four days exposed to the weather, his food being placed at such a distance that he was unable to reach it. They further state that the captain attacked the carpenter with a heavy instrument and broke his jaw bone, and knocked out several teeth, and that a few days later a sailor was beaten in a similar manner. When the ship reached Acapulco they state that the captain induced the Mexican authorities to put 16 of the crew into gaol until the vessel was starting for the United Kingdom, and although they appealed to the American consul (the ship being under the American flag), he said they should proceed in her and finish the voyage. The captain states that the men refused duty, and he was forced to extreme measures to deal with them, but that their charges are grossly exaggerated.

The following replies have been received by Mr. William Paterson Lind, hon. sec. Amalgamated British Seamen's Protection Society, to letters enclosing copies of resolution passed at a special meeting of seamen convened by the above-named society on the 15th inst. (For report of meeting and wording of resolution see last week's SEAFARING, p. 8).—"Board of Trade (Harbour Department), London, S.W. November 21st, 1888. Sir,—I am directed by the Board of Trade to acknowledge the receipt of your letter of the 16th inst., in which you enclose copy of a resolution passed by a special meeting convened by the Amalgamated British Seamen's Protection Society, to the effect that an appendix should be issued to the report of the 'Select Committee on Pilotage,' containing certain memorials by seamen to that committee in favour of compulsory pilotage, and request that this Board will take steps to give effect to the resolution in question. In reply I am to acquaint you that the Board of Trade has no power to dictate to a committee of the House of Commons (who have now completed their labours and have dispersed) what subjects they should, or should not, deal with in their report.—I am, sir, your obedient servant (signed), C. CECIL TREVOR." Mr. Wm. P. Lind:—"Foreign Office, November 19th, 1888. Sir,—I am directed by the Marquis of Salisbury to acknowledge the receipt of your communication of the 16th instant enclosing a copy of the resolution passed at a special meeting of the 'Amalgamated British Seamen's Protection Society' on the 15th instant in reference to the report of the Select Committee on pilotage. In reply I have to say that the objection which you have stated to the report, will receive Lord Salisbury's careful consideration.—I am, sir, your obedient servant (Signed), SCHOMBERG K. McDONNELL. Wm. Paterson Lind, Esq., Hon. Sec. A. B. S. Protection Society."

In answer to Sir J. Colomb, Mr. Jackson said, the other day in Parliament: In answer to the question of my hon. and gallant friend, I beg to explain that it is not intended that any

officer of the outdoor department of the Customs should be required to work on the average a larger number of hours than hitherto. The case really stands as follows:—Hitherto they have, as a rule, been required to give attendance from eight a.m. to four p.m. in summer, and from nine to four in winter, but it has been found that a great portion of the work required to be done in the busier ports has to be done between six and eight in the morning and between four and six in the afternoon. The present hours of attendance, which were fixed many years ago, are no longer applicable to the general course of trade and to the requirements of the shipping community. The difficulty has hitherto been met by extra remuneration being given to the Custom House officers by the merchant for working between six and eight and between four and six, but it is believed that by a different distribution of the hours of work the system of overtime, which is liable to many abuses, may, and ought to be, to a great extent, remedied. It is believed that the aggregate work is no more than can be performed by the existing staff of officers working on the average eight hours a day. If the officers consider themselves aggrieved, their grievance will be not that they are asked to work more hours a day for the same remuneration (for that is not the case), but that they lose the chance which they have hitherto had of earning overtime money within the extended hours. I understand that in some cases this overtime amounts to a considerable addition to the salary, but it is surely impossible to contend that the shipping and trading public should be called upon to pay for overtime when, by a more intelligent arrangement and distribution of work such overtime would not be necessary.

INSUBORDINATE FIREMEN.—At Plymouth, on November 19th, John Wills, Thomas Cotton, Patrick Driscoll, and John Mack, were charged with disobeying the orders of Captain Burnett, of the screw steamer *Elpis*, by refusing to work. Mr. John Shelley, who prosecuted, said that the ship was from West Hartlepool, and on October 7th was at Hamburg. Prisoners were firemen on board. On the 7th inst. they refused to work. They went to the consul, and complained of the condition of the funnel of a stove in the fore-castle, and of the leaky state of the deck. The captain remedied the evils, but still the men would not work. He then took out an arrest. The consul said he could not discharge the men, but let the captain take four others on board. He sent a surveyor to the ship, who reported that all was in order, and that there was no reason for complaint. The surveyor told the captain to take the men on to the next port. The vessel had been five weeks at Hamburg before any complaint was made. Captain Frank Burnett gave evidence in support of this statement, and added that the men left the ship to see the consul without his permission. They told the consul that they would not remain on the vessel on any terms. The consul gave witness a letter of arrest to be used if the men would not work. They still refused to do anything. Witness had since engaged four other men. In answer to Mr. Brian, who defended, witness said that before they refused to work the men gave satisfaction. The boilers were slightly leaky, and an explosion had consequently occurred. Witness had stopped the pay of the wives of the prisoners; would not swear that Collins had not charged him with breaking the articles. The consul asked him to discharge the men. Since the 12th inst. he had kept the men on only two biscuits, with water, each day. Thomas Pine, chief mate, George Harry Dunn, chief engineer, and Thomas Hauxby, second engineer, corroborated. Mr. Brian, for the defence, pointed out the disadvantages under which the men were placed. They could not give evidence, and had not had time to speak at length to him. The captain had broken the articles by stopping the pay of the men's wives, and he had no right to give them only biscuit and water as food. The men did not complain, and gave satisfaction until the ship seemed unseaworthy from the condition of her boilers. They even then did not mutiny, but only complained to the proper person, and refused to work. The captain, here recalled, denied having heard any complaint about the boilers. The Mayor said the Bench considered the case proved. The prisoners had complained of nothing but the state of the funnel and deck, and, when they were remedied, still refused to work. They were liable to 12 weeks' imprisonment. They would be each sentenced to 21 days' hard labour.

SHIPS SPOKEN.

Grasmere, Cardiff for San Francisco, November 4th, 4 S 32 W;
HNCM (British barque), November 7th, 3 N 29 W;
Alice May, Cardiff for Rio Grande, November 13th, 21 N 19 W—last three per Olbers s, at Southampton.
HPQT (?) August 20th, 57 S 74 W;
M'Near, Baltimore for San Francisco, August 23rd, 57 S 67 W;
MGHC (?) (German barque), September 20th, 23 27 W;
Iris, October 10th, 10 N 25 W;
Kentmere, London for Melbourne, October 13th, 14 N 25 W;
Janet McNeil, Shields for Valparaiso, October 15th, 15 N 26 W;
Niob, October 15th, 15 N 26 W;
Lady Douglas, London for Mauritius, October 16th, 18 N 26 W;
J. G. Pendleton, Boston for Melbourne, October 30th, 29 N 30 W—last nine per Rimac, at Queenstown.
Beaconsfield (Norwegian barque), bound south, October 17th, 7 N 27 W;
Elena, October 18th, 9 N 27 W;
Saraca, San Francisco for Sligo, October 28th, 28 N 36 W;
Moel Tryvan, Calcutta for Hull, November 14th, 48 N 17 W—last four per Zemindar, at Liverpool.
Ocean Spray, Newport for Paysandu, October 11th, 12 N 25 W;
Khersonese, London for Sydney, October 11th, 13 N 25 W;
City of Lucknow, Sharpness for Sydney, October 13th, 17 N 26 W;
National, Shields for Valparaiso, October 14th, 20 N 26 W;
Gaston and Marie, Havre for Aux Cayes, October 22nd, 26 N 29 W—last five per Montezuma, Gittins, at Liverpool.
Indiana, of Bath (Me), bound south, September 24th, 13 N 26 W;
Pinus, of Volosca, bound south, September 21th, 13 N 26 W;
Ciciglia (?) (Cecilia) Madre (Italian barque), October 26th, between the Straits of Gibraltar and Tarifa—last three per Prospero e Davide, at Marseilles.
Liburnia, of Arendal, October 16th, 14 N 25 W;
Rose Hill, of Workington, October 18th, 16 N 26 W;
Rimac, of Liverpool, October 24th, 24 N 30 W—last three per Solvang, at Falmouth.
Nicosia, Iquique for Falmouth, November 6th, 35 N 35 W, per Benacre s, at Gibraltar.
James Martin, Lobos Island for Havannah, October 7th, 24 S 30 W.
Æolus (late Bertram Rigby) (German ship), August 5th, 3 N 94 E;
Avon, Calcutta for London, August 28th, 27 S 55 E;
Kistna (ship), from Calcutta, October 9th, 3 S 30 W;
Wynstay (British ship), steering south, October 17th, 8 N 25 W;
MDFT (German barque), steering south, October 17th, 8 N 25 W;
Duchess of Edinburgh, Liverpool for Calcutta, October 18th, 9 N 25 W;
Sulitjelma (barque), of Pictou (NS), October 19th, 11 N 26 W;
HNLK (Swedish barquentine), October 19th, 11 N 26 W;
HGFN (Swedish barque), steering SW, November 13th, 49 N 11 W—last 10 per Ballochmyle, in the Thames.
Zime, Cardiff for Rio Janeiro, September 28th, 9 N 25 W;
Warwickshire, Liverpool for Iquique, November 1st, 47 N 15 W—last two per Mountain Laurel, at Queenstown.
Francis Thorpe, Ardrossan for San Francisco, September 27th, 7 N 26 W;
Strathome, Philadelphia for Batavia, September 27th, 7 N 26 W;
Pengwern, Cardiff for Colombo, September 27th, 7 N 26 W;
Duntrune, Middlesbrough for Melbourne, September 27th, 7 N 26 W;
Royal Alice, Tacoma for Cork, September 30th, 10 N 26 W;
Magdale, Cardiff for Monte Video, October 3rd, 12 N 26 W—last six per Aconcagua, Kerr, at Liverpool.
City of Adelaide, of London, November 13th, per Jason s, Milligan, at Liverpool.
JFNW, bound east, November 7th, 47 N 36 W, per Carbis Bay s, Tregarthen, at Liverpool.
E. B. Sutton (American ship), steering south, November 2nd, 11 N 27 W, per La Plata s, at Southampton.
Alpheus Marshall, of Digby (NS), steering south, October 2nd, 15 S 35 W;
Paramita, of Portland (Me), New York for Melbourne, October 18th, 30 N 33 W—last two per Daggy, at Falmouth.
JHPS (Norwegian barque), from Fredrickstadt, August 31st, 8 N 21 W, per Akershus, at Buenos Ayres.
Alice C. Dickerman (American ship), steering SE, October 22nd, 38 N 50 W;

Frank Carvill (British ship), steering east, October 23rd, 39 N 47 W—last two per Frances, at Bristol.

Belfast, Calcutta for Liverpool, October 16th, 5 N 83 E, per Menelaus s, at London.

Ulster, St. John's for Liverpool, November 14th, 51 N 16 W, per Germanic s, at Liverpool.

City of Lucknow, Sharpness for Sydney, October 27th, 5 N 32 W, per Adria s, at Genoa.

Victor, of Haugesund, for Buenos Ayres, October 11th, 15 N 29 W, per Carl Rosenius, at Falmouth.

Jane Kilgour, Belize for Goole, October 27th, in Straits of Florida, per Tropic s, at New York.

QVCP (barque) bound east, October 22nd, 50 N 21 W, per Lydian Monarch s, at New York.

Pacific (Norwegian barque), from Bay Verte, October 29th, 45 N 52 W, per California s, at New York.

Lothair, Chatham (NB) for Belfast, October 30th, 47 N 44 W, per Rhaetia s, at New York.

Union, Philadelphia for Bremen, November 3rd, 150 miles SE of Sandy Hook, per Trinidad s, at New York.

QHCJ (? QFCJ, Renee Rickmers), Cardiff for Singapore, September 25th, 21 S 27 W, per Hebe, at New York.

C. S. Bushnell, Boston for Buenos Ayres, October 14th, 47 N 46 W, per John Hawey, at New York.

Marianne Bertha, Hamburg for Wilmington, October 8th, 20 N 40 W.

Storforsten, Buenos Ayres for Savannah, October 28th, 27 N 69 W.

Professor Nordenskjold, Buenos Ayres for Savannah, October 28th, 27 N 69 W.

Catalina, San Francisco for Melbourne, October 9th, 20 N 131 W.

Njaal, Port Blakely for Melbourne, October 19th, 32 N 130 W.

Albert Neumann Berlin, Rostock, November 14th, Paytingen bear - S by W 20 miles, per Electra s, at Dunkirk.

KPCC (French brigantine) bound south, October 13th, 7 S 28 W.

Flying Venus (barque), bound south, October 13th, 7 S 28 W.

WTMP (British barque), Boston Bay for Sydney, October 14th, 4 S 28 W.

Arabia, Pensacola for Buenos Ayres, October 14th, 4 S 28 W.

Rose of Devon (barque), bound south, October 15th, 1 S 28 W.

Cape Breton, Saigon for Rouen, November 4th, 36 N 40 W.

Kirtna, Calcutta for Hull, November 5th, 36 N 39 W—last seven per Duncow, Large, at Falmouth.

Zeus, Clyde for Buenos Ayres, October 10th, 5 N 21 W.

Indra, Hamburg for Melbourne, October 11th, 7 N 21 W.

Lekna (Norwegian barquentine), October 13th, 9 N 21 W.

Cape Breton, of Greenock, Saigon for Rouen, October 27th, 26 N 34 W.

Garston, San Francisco for Cork, November 8th, off Flores—last five per Linda, at Falmouth.

Moel Eilian (British barque), bound north, October 29th, 5 S 33 W.

Oakhurst (British barque), bound south, November 1st, 3 N 27 W—last two per Rosario s, at Genoa.

Carlisle Castle, London for Melbourne, September 24th, on the Line 26 W, per Queen s, at Havre.

ODBG (?) (German barque), Algoa Bay for Bremen, August 10th, 35 S 25 E.

Scotsman (British ship), steering WSW, October 29th, 47 N 15 W.

Italia (barque), of Liverpool, steering WSW, November 2nd, 49 N 7 W—last three per Glanperis, at Havre.

Dora Ann (English barque), steering south, September 17th, 5 N 25 W.

KFHG (?) (English ship), Liverpool for Calcutta, September 18th, 9 N 25 W.

WKNS (?) (English barque), America for Buenos Ayres, September 18th, 9 N 25 W.

Indiana (American ship), September 23rd, 14 N 26 W.

May (English three-masted schooner), steering S, September 23rd, 14 N 26 W.

HTNJ (?HJNC, Micronesia), (English ship), London for Sydney, September 23rd, 14 N 26 W—last six per Gezusters v. Haften, at Falmouth.

Fede, November 11th, 20 miles south of Toulon, per Messina s, at Genoa.

Berkshire, steering south, September 22nd, 25 S 27 W.

J. E. Graham, of Windsor, New York to Melbourne, 51 days, September 30th, 20 S 29 W.

Laomene, New York to Batavia, September 30th, 20 S 29 W.

Ginditta D. (Italian barque), (PNVH), October 12th, 1 N 29 W.

Camelot, for Frey Bentos, 32 days out, October 17th, 11 N 29 W—last five by the Thomas Hamlin, at Queenstown.

Derby (German ship) (KMDR), 49 N 5 W, by the Ardoo (s), in the river.

Pirate (s), Baltimore to Port Antonio, November 3rd, off Watling's Island.

Mount Lebanon (barque), Hong Kong to Rajang, 90 days, September 24th, 10 N 110 E, off Pulo Sapato—last two reported from New York.

Janet McNeil, Shields to Valparaiso, October 15th, 15 N 26 W.

Nioba, October 15th, 15 N 26 W—last two by the Rimac, at Queenstown (both not as before reported).

Pinus, of Volosca, bound south, September 24th, 13 N 26 W, by the Prospero e Davide, at Marseilles.

WBRN, Emilie L. Boyd (British barque), New York to Saigon, November 4th, 39 N 70 W, by the Autocrat, at New York.

England s, New York to Liverpool, November 8th, off Fire Island, by the Egypt s, at New York.

Reciprocity (ship), Quebec to Bristol, November 14th, 47 N 31 W, by the Ulunda s, in London.

Charles Luling (German barque), Rotterdam to New York, October 30th, 50 N 15 W, by the Eider s, at New York.

Windsor Park, New York to Madras, October 14th, 13 S 33 W, by the Kommander Svend Foyn, at New York.

Penguin (?), British ship, bound south, October 3rd, 14 N 30 W, by the John Baizley, at New York.

QDRH (? QDRK, ELSE) (German ship), Manila to New York 100 days, October 18th, lat. 51, long. 34, by the Jarlsburg, at New York.

Nord America (Italian barque), King's Lynn to New York, October 20th, 27 N 53 W, by the Rosalia, at New York.

Star of China (barque), Baltic to Melbourne, October 16th, 1 N 25 W, by the Garston, at Queenstown.

An iron ship, lead colour sides, black bulwarks, supposed RWPFF, 48 N, 12 W, by the Elmfield s, at Dartmouth.

QFWB (Dutch ship), bound south, July 22nd, in the Andaman Sea.

Buckingham, bound south, October 17th, 7 N 25 W.

KFPB (? King Alfred, of Glasgow), bound south, October 19th, 7 N 25 W.

Saraca, San Francisco to Sligo, November 4th, 36 N 40 W—last four by the Kistna, Smith, from Calcutta for Hull, in the Downs.

Emanuel (Swedish barque), October 19th, 11 N 26 W, per Ballachmyle, at London.

Josephine, New York for Rio Janeiro, October 29th, 5 N 33 W.

Wanderer (English ship), steering south, November 2nd, 12 N 27 W.

Charleston (Norwegian barque), steering south, November 5th, 22 N 23 W—last three per Buenos Ayres s, Lowe, at Lisbon.

Elizabeth, Buenos Ayres for Jamaica, September 27th, 15 S 31 W.

Marguerite, of Papenburg, steering WSW, September 29th, 4 S 33 W.

Doctor Laskar (German brigantine), November 11th, 49 N 7 W—last three per Dennis Brundrit, at London.

JBWL (Norwegian barque), November 11th, 46 N 8 W, per Westergate s, at Dover.

Trojan, Monte Video for Boston, October 18th, 35 N 71 W, per W. E. Stowe, at Halifax.

Cadogan, Pisagua for Falmouth, August 10th, 23 S 79 W.

Algoa Bay, Cardiff for Spencer's Gulf, October 10th, 18 S 31 W.

Bellaport, Pisagua for Falmouth, October 23rd, 8 N 29 W.

Glennearn barque, November 17th, 49 N S W—last four per Ednyfed, at Falmouth.

HPDQ (British three-masted vessel) 8 S 37 W.

Nordstjernen (Norwegian), 13 N 29 W—last two per Ville de Maranhao s, at Havre.

Arndt, of Mandal, steering south, November 11th, 36 N 15 W.

Emil Julius, of Hamburg, steering south, November 12th, 38 N 12 W—last two per Setos s, at Havre.

Ceres (Norwegian barque), bound south, October 16th, 10 N 26 W.

Eleanor Margaret, of Bremen, October 17th, 11 N 25 W—last two per Dorothy, at Falmouth.

Tythonus, London for Sydney, October 17th, 9 N 27 W, per Priorhill, at Falmouth.

KBNR (barque), bound north, October 5th, 26 S, 29 W.

Helen Denny (barque), bound south, October 17th, 3 S 25 W.

Jessie Readman (ship), bound south, October 18th, on the Line 25 W.

Hawarden Castle ship, bound south, October 21st, 5 N 27 W—last four per Oaklands, at Falmouth.

Serene (American barque), for Rio Janeiro, October 14th, 5 N 24 W.

Divico (Norwegian barque), from Cardiff, steering south, October 19th, 10 N 25 W.

Hilda barquentine, steering west, November 15th, 49 N 12 W—last three per Atalanta, at Liverpool.

Jamaica, New Caledonia for Glasgow, September 19th, 28 S 25 W.

Orari, steering south, September 25th, 17 S 26 W.

Glenorchy, steering south, October 4th, 2 S 27 W.

Elmhurst (?), steering south, October 12th, 14 N 27 W.

H. H. Wright, steering south, October 14th, 17 N 28 W.

A four-masted ship, name unknown, for Calcutta, November 14th, SW of Cape Clear—last six per Santiago, at Dublin.

HOMEWARD BOUND SHIPS.

A

Amphitrite, left Penang July 23 for London

Albura, left San Francisco Sept 24 for Queenstown

Anglesey, clrd at San Francisco Sept 8 for Queenstown

Alexandra, left San Francisco Sept 8 for Queenstown

Astrea, left South Sea Islands prior to Oct 29 for Queenstown

Ascalon s, left Calcutta Oct 10 for Liverpool

Ananrus, left Calcutta Oct 10 for London

Aston Hall s, left Bombay Oct 26 for Liverpool

left Malta Nov 14

Araucania s, left Chili for Liverpool

left Lisbon Nov 21

Asia s, left Bombay Oct 24 for Liverpool

left Gibraltar Nov 8

Asiatic Prince s, left Galveston Nov 5 for Liverpool

left Newport News Nov 14

Anburndale, left Rosario Sept 14 for Liverpool

Adelgunde, left Quebec Oct 30 for Liverpool

Adriatic s, left New York Nov 14 for Liverpool

Arklow, left St John, NB, Nov 6 for Liverpool

Aurania s, left New York Nov 17 for Liverpool

Australian s, left New Orleans Nov 18 for Liverpool

Alaska s, left New York Nov 20 for Liverpool

Allerton, left Calcutta Aug 15 for London

Abbey Holme, left Lyttelton Aug 17 for London

Ayrshire, left San Francisco Sept 29 for U Kingdom

Amara, left Melbourne Aug 8 for Channel

Avoca, left Calcutta Sept 29 for London

Ardgowan, left Cochín Oct 20 for London

Aboukir Bay, left San Francisco July 25 for Q'town

Andreta, left Astoria Oct 15 for Queenstown

Alma, left Belize Oct 1 for Channel

Adele C, clrd at Rangoon July 30 for Glasgow

Airlie, left Port Pirie Oct 30 for Queenstown

Alameda, left San Francisco Oct 17 for Queenstown

Anyone, left San Francisco Aug 20 for Queenstown

Afghan, s left Port Augusta Oct 11 for London

left Gibraltar Nov 20

Austral, s left Adelaide Nov 12 for London

left Albany Nov 16

Antenor s, left Shanghai for London

left Suez Nov 17

Arisaig s, left Domenica Nov 12 for London

Arab s, left Mossel Bay Nov 15 for London

Arawa s, left Wellington Nov 15 for London

Assyrian s, left Quebec Nov 20 for London

Arcadia s, left Bombay for London

left Aden Nov 21

Augustin Edwards, left Iquique Sept 4 for Falmouth

Armin, left San Francisco Oct 13 for Channel

Anamba, left Astoria Oct 15 for U Kingdom

Arctic, left Buenos Ayres Aug 16 for Berwick

Alcinous, left San Francisco Sept 30 for Channel

Arnguda, left San Francisco Sept 21 for Dublin

Albatross, left Laguna Oct 15 for Channel

Alma, left Table Bay Oct 1 for Falmouth

via Ichaboe

Armada, left Melbourne Sept 1 for Channel

Acapulco, left Iquique Sept 10 for Channel

Annie Storey, left Buenos Ayres Aug — for U Kingdom

Allonby, left San Pedro Oct 6 for Cork

via Portland

Argo, left Astoria Oct 31 for Channel

Atlantic, clrd at Wilmington Oct 23 for Bowling

Afghanistan, left Calcutta Aug 8 for Hull

passes St Helena Oct 19

Agder, left Demerara Oct 13 for Queenstown

Albany, left Talcahuano Nov 12 for Queenstown

Alfred Gibbs, clrd Kingston, J, Oct 23 for Falmouth

Alvona s, left Montreal Nov 13 for Aberdeen

Ardencraig, left Calcutta Oct 23 for Dundee

Arthursstone, left Antofagasta Nov 20 for Channel

Amaranth, left Iquique Nov 17 for Channel

Ardende, clrd at Talcahuano Sept 28 for U Kingdom

Albania, left Tacoma Oct 14 for Cork

Apollo s, left Bombay for Hull

left Port Said Nov 19

Andaman, left Port Nolloth Oct 10 for Swansea

B

Bruce, clrd at Port Townsend Oct 10 for Queenstown

Borrowdale, left Portland, O, Aug 18 for Liverpool

Bengal, clrd at Calcutta Aug 18 for Liverpool

Bianca, left Calcutta Aug 4 for Liverpool

British General, left San Francisco July 26 for Liverpool

British Isles, left Calcutta Aug 15 for London

Belfast, left Calcutta Sept 27 for Liverpool

Blairhoyle, left Iquique Sept 18 for Channel

British Ambassador, left San Francisco Aug 10 for Q'town

Bengollyun, clrd at San Francisco Aug 22 for Q'town

Bass Rock, left Lyttelton Sept — for London

Braemar, left Astoria Aug 4 for Malpas

Biafra s, left W C Africa — for Liverpool

left Madiera Nov 15

Bessel s, left New Orleans Nov 10 for Liverpool

Bernard s, left Ceara Nov 10 for Liverpool

Belgravia s, left Bombay Nov 13 for Liverpool

Bowden, left San Francisco Nov 14 for Liverpool

Bostonian s, left Boston Nov 16 for Liverpool

Buena Ventura s, left Norfolk, Va, Nov 16 for Liverpool

Buffon s, left New York Nov 1 for Liverpool

Balmoral Castle s, left Bluff Harbour Oct 12 for London

British Merchant, left S Francisco Oct 24 for Queenstown

Blair Drummond, left Iquique Sept 3 for Falmouth

Bandeath, left Iquique Oct 12 for Channel

Bankfields, clrd at Talcahuano Sept 12 for U Kingdom

Banca, left Iquique Oct 26 for U Kingdom

Bengaim, left Coquimbó Sept 7 for England

Beecroft, clrd at Tacoma Oct 2 for Queenstown

left Port Townsend Oct 5

Brodick Castle, left San Francisco Oct 11 for U Kingdom

Britannia, left Samarang Oct 15 for Falmouth

Batavier, left Probolinggo Oct 20 for Channel

Bacelutha, left San Francisco Sept 12 for U Kingdom

Bucelucha, left San Francisco Oct 24 for U Kingdom

Bracadaile, left Calcutta Nov 2 for London

Benledi s, left Hong Kong Oct 1 for London

Belair s, left Parrsboro Nov 14 for London

Beltana, left Port Augusta Nov 10 for London

Blackadder, left Newcastle, NSW, Nov 17 for London

British Sceptre, clrd at San Francisco Nov 5 for Q'town

British Yoeman, left San Francisco Nov 19 for Q'town

Bengore Head s, left Baltimore Nov 12 for Clyde

Bankhall, left Pisagua Nov 6 for Channel

Birker, left Portland, O, Nov 11 for Channel

Ben Voirlch, left Port Pirie Sept 28 for Channel

Bella, clrd at Halifax Oct 31 for Newport

Breconshire s, left Bangkok Nov 15 for U Kingdom

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ACTING AS MASTER WITHOUT CERTIFICATE.
—At Yarmouth Court, on November 17th, John Christie, seaman, was summoned for acting as master of the schooner *Daybreak* without a certificate; and James Hills, seaman, was summoned for employing Christie as master. Mr. C. J. Wiltshire prosecuted on behalf of the Board of Trade, and Mr. Harold Chamberlain appeared for defendant, Charles Stone, seaman, of Gorleston, stated that he was formerly an able seaman on board the barque *Daybreak*, belonging to Mr. Welstead, of Gorleston. He signed articles for a voyage to Iceland, and was shipped by Christie. Hills went on board and signed as master. He, however, acted the part of cook, and Christie gave orders for the navigation of the ship, and the crew obeyed Christie. They came to Yarmouth after the voyage and Christie paid the crew off, and Mr. Hills signed the discharge. Charles Dunn, another of the crew, stated that he went on the *Daybreak* on a voyage to Iceland. The crew obeyed Mr. Christie, but believed Hills was master. Christie gave orders, and the crew obeyed them. Hills did not give the crew any orders. Daniel Harrison, one of the crew of the *Daybreak*, gave some similar evidence. He said Hills told him that Christie did not have a certificate, but he (Hills) had. Christie, however, acted as master, and the crew obeyed him, and if he were not on deck they obeyed the mate. Robert Hall, clerk at the Customs House, stated that on October 26th the report (produced) was brought to the Customs House, signed by Christie. Later on, in the course of conversation, Christie said he had no certificate as master. The articles were signed by Hills as master, and by Christie as purser. This was the case for the prosecution, and, without any defence being made, the Bench thought that there was no evidence against Hills, and dismissed the case against him. Mr. Chamberlain said he was going to submit to them that there was not a tittle of evidence against Hills, who was a poor man, and he asked that the Bench would make a reasonable order for costs. Mr. Chamberlain then made an able defence of Christie, after which he called Mr. Welstead, the owner of the *Daybreak*. He stated that he owned the *Alexandra* as well as the *Daybreak*. Christie used to be the master of the *Alexandra*, and was qualified for that capacity, and as it was a coaster he did not need a certificate. When the *Daybreak* went on her voyage, witness instructed Christie to ship a good master as the vessel was not insured. James Hills was then sworn, and stated that he received a certificate of competency in 1850. He was shipped on the *Daybreak* as master, cook, and steward. He lived in the cabin and had his meals with Christie. He signed the articles as master. After this testimony the Bench thought it was not necessary for any further evidence, and after a lengthy consultation they decided to allow Hills £3 costs, and to inflict a fine of £10, including costs, on Christie.

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